

*NEELE'S NOTES
OF A
RAILWAY
SUPERINTENDENTS
LIFE.*

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RAILWAY REMINISCENCES.

BY

GEORGE P. NEELE,
LATE SUPERINTENDENT OF THE LINE
OF THE
LONDON AND NORTH WESTERN RAILWAY.

NOTES AND REMINISCENCES

OF HALF A CENTURY'S PROGRESS IN RAILWAY WORKING,
AND OF A

RAILWAY SUPERINTENDENT'S LIFE,

PRINCIPALLY ON THE

LONDON AND NORTH WESTERN RAILWAY,

WITH SOME SUPPLEMENTARY MEMORANDA AS TO THE

RAILWAY JOURNEYS TO AND FROM SCOTLAND

MADE BY

HER LATE MAJESTY QUEEN VICTORIA.

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PREFACE.

OWING to suggestions made from time to time by old comrades in railway life, I have been induced to put together some record of the part I have taken in connection with the inner working of Railways; going back to very early experiences, and through gradual developments extending over a long series of years, to the time when it became advisable for me to retire from the daily pressure of the work.

A railway service commencing in 1847, carries one back a long way towards association with those who were the actual pioneers of our railway system; from whom we learnt our first lessons, by whose successes we have profited, by whose failures we have acquired knowledge; and on whose foundation we have endeavoured to raise a superstructure of so substantial a character, that those who follow in our steps will have no reason to be ashamed of their predecessors.

I have always been an advocate for uniformity in system: when engaged in my early days, on a short independent line of railway with important systems on either side, the divergence of regulations and practice pressed heavily on me; and my endeavour at Railway Conferences has ever been, by some "give and take," to effect a reasonable compromise relying on the certain outcome of "the survival of the fittest."

I have attempted in these pages to give a record not only of the changes that have taken place from time to time among my fellow officers on the London and North-Western Railway, a Company in whose service it has been my privilege to have been engaged for nearly thirty-five years, but also of the larger sphere of railway life, in which I have had an unbroken association of forty-eight years through the Railway Clearing House and among the Superintendents of other lines in the United Kingdom.

The notices of Clearing House Meetings, and of changes in position of the officers attending those gatherings shewn in these pages, are almost entirely restricted to the Passenger Superintendents of the Lines; the Upper Chamber of the General Managers has been largely recruited from these officers, but my notes only occasionally deal with the other conferences.

In connection with my service on the North-Western Railway, I have endeavoured to tell the story of the progress of interlocking, the battle of the brakes, the steps taken to insure safe working, and to record in proper sequence the chief occasions of train accelerations for Ireland, Scotland and elsewhere with notes of the introduction of any leading changes in travelling accommodation, and of the extension of facilities by doubling single lines, quadrupling others, and re-arranging and amplifying stations—facts connected with the London and North-Western Company's progress which do not exist in any collected form.

There appear to be unmistakable indications of radical changes affecting railway working in the near future: the "electrifying" of the lines superseding the use of steam, the adoption of pneumatic action for working point rods, of electricity not only for actuating points but for automatic signalling, will all bring about marvellous modifications in modes of working, and in the class of knowledge needed by the working staff; it will be for other Superintendents to tell the story of their being brought into uniformity.

The supplemental chapters of these Notes refer to the railway journeys made by Her Late Majesty Queen Victoria principally over the London and North-Western Line: to glean the facts connected with them commencing as far back as 1843, when the Queen first travelled by the London and Birmingham Railway, has entailed considerable research, not unattended with personal interest, for it has fallen to my lot for many recent years to have had the honour of being in charge of Her Majesty's train to an extent unequalled by any of the Railway officers, whose names are recorded from time to time as having been responsible for the safe conduct of the Queen.

My record of these journeys closes in 1895, terminating on my last one in a most kind and thoughtful acknowledgment of these services by Her Majesty presenting me at our parting interview with a framed engraving of Tuxon's Jubilee Painting of "The Royal Family at Windsor, 1887," saying that as I had so frequently had the members of her family in my charge she wished me to have that representation of them as a memento.

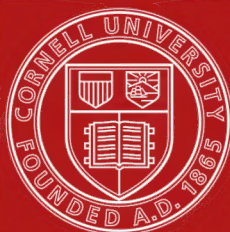
GEO. P. NEELE,

Late Superintendent of the Line,
London and North-Western Railway,
Euston Station, London.

*The Lawn,
Watford, Herts.*

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G. P. NEELE, 1870.



G. P. NEELE, 1895.

RAILWAY REMINISCENCES.

CHAPTER I. 1847—1849.

Railway Life commenced on Eastern Counties Railway, Ely Station—Opening of Syston and Peterboro' Line—"Bradshaw's Guide," 1847—Railway Officials of 1847—Limited Extent of Lines then open for traffic—Bishopsgate Station—Fellow Clerks in Mr. Robert Moseley's office—Norfolk Railway—Removal to Norwich under Mr. William Newall—Electric Telegraph Train System—Removal from Norwich—Fatal Accident to Mr. Newall.

ABANDONING a favourable opportunity of being articled to a solicitor, an uncle of mine, and resigning the position I had held for two or three years in the office of another relative, a nobleman's confidential agent and estate manager, I decided to cast my future lot into the rapidly developing system of railway enterprise, and, in the Autumn of 1847, through the influence of a family connection, Mr. William Newall, then one of the District Officers of the Eastern Counties Railway, resident at Ely, I obtained an introduction to Mr. Robert Moseley, the manager of the line in London; but, prior to my finally going up to London for appointment, by Mr. Newall's desire, my attention was paid to the work of both the Passenger and the Goods Department at Ely under his superintendence.

My first experience of railway work commenced in the booking office at Ely Station, and my first attempt at issuing tickets without supervision was made in the absence of the upper clerk who was training me. He was late coming on duty, and in order to advance matters I booked the passengers who were waiting for the train. Unfortunately, I issued "penny per mile" tickets instead of the "3rd class," which in those days were, on some lines, obtainable by trains not appointed to call at every station. My instructor came in at the last moment, and, discovering the mistake, at once rushed to the platform and obtained, fortunately for me and for himself, the difference in cash from the passengers, and exchanged the erroneous tickets for correct ones.

Even as far back as 1847 it had been found that some more freedom for traffic was required in the direction of 3rd class than that secured by the "Parliamentary" requirement of one train per day calling at every station at fares of one penny per mile, and achieving a speed of not less than 16 miles per hour, but I observe from a "Bradshaw" of September, 1847, which

**Parliamentary
Trains.**

I have kept as a memento, that on the Great Western Line only two 3rd class trains left Paddington in the day, *viz.*, at 7.15 a.m. and 1.30 p.m., the former arriving at Bristol at 2.50, the latter at 6.40; all the others are marked 1 & 2, Express, Mail. On the London and North-Western I find only one 3rd class train. It started from Euston at 7.0 a.m., reached Birmingham at 2.50; thence it started northwards at 3.30 (marked 3½ in the time book), and reached Liverpool at 10.30 p.m.

During the time I was at Ely the line from Peterborough to Stamford—a sectional portion of the Midland Railway, ultimately becoming their through line from Leicester, *via* Syston and Melton Mowbray, to Peterborough—had its working transferred from the London and North-Western to the Eastern Counties, and under the tutelage of Mr. Newall I had to visit the line and see that the new station masters at the intermediate villages of Uffington, Helpstone, and Walton were thoroughly up in their rules, &c. This was my first introduction to the duties of a district superintendent, and I suppose I must have shown some aptitude for such a trust or the task would not have been delegated to me.

A reference to the map in my “Bradshaw” for September, 1847, will show many such incomplete portions of railway, and the columns of the time tables contain some interesting particulars viewed now by the light of 50 years’ experience and 50 years of growth and development.

The map indicates by two colours the existence of the telegraph as a companion of the railways. Some portions of the lines are

1847. coloured pink: on these the telegraph is “in operation.”

Bradshaw's Others are coloured green: on these the telegraph is said
Map. to be “in progress.” In subsequent years the distinction

was shown in “Bradshaw's” map in a different way, the lines on which the telegraph was in operation were shewn by the thick line for the railway being furnished with a fringe of short ticks, thus ; the other lines unfurnished with telegraphs being plain . I remember old Mr. Bradshaw—the Bradshaw—telling me with much amusement that he had shewn this system to one railway man, who had appreciated the scheme, saying, “Oh! then those are the telegraph poles, I suppose!” It is of this Mr. Bradshaw that the story is told of his being in a convivial gathering at which, much against his will and his Quaker instincts, he was pestered with the request to make a speech. This he declined, with the alternative demand that he must tell them a story. Nothing would satisfy the noisy and impetuous crew but that he must tell them a story, so he recounted a tale of a robber of churches who, after appropriating the money in the church boxes, found his way into the belfry, and, being anxious to escape thence, caught hold of the belfry ropes to steady himself. Unfortunately the bell, in obedience to the pull of the rope, commenced its clanging outcry. The villagers from the surrounding

houses flew out at the sound ; the thief was arrested, but, looking upwards at the bell—as Mr. Bradshaw looked at his tormentors—he exclaimed, “ But for thy long tongue and thy empty head I had not been in this position ! ”

In September, 1847, “ Bradshaw’s Guide,” under the
 1847.
 Route to page allotted to “ Edinburgh and Glasgow,” gives the
 Scotland. following :—

Route from Glasgow, *via* Edinburgh, to London, proceeds from the Queen Street Station to Edinburgh ; thence from the North Bridge to Berwick, where passengers are conveyed to the junction of the Berwick and Newcastle line at Tweedmouth ; thence proceed to Newcastle, where passengers are conveyed to the station of the York and Newcastle Railway at Gateshead. Leaving there, proceed on to York, Darlington, Normanton, Derby, Rugby, to London, arriving at Euston Square Station, where omnibuses and cabs to all parts of the City may be had. A change of carriage may be necessary at Edinburgh, Berwick, Newcastle, York, Derby, or Rugby, so that passengers should enquire when at those stations. From London the same route and contingencies.

It will be seen that the Caledonian Line from Glasgow to Carlisle was not as yet open for traffic, and that by the East Coast the line at Berwick and at Newcastle was not continuous. The Border Bridge at the former place, and the noted High Level Bridge at the latter, were both approaching completion. The time taken by the day express from Edinboro’—7.10 a.m.—to London was 14 hours, the train being due at Euston 9.10 p.m. There was no day train for London from Glasgow in connection with it. The Mail leaving Edinburgh at 4.10 p.m., which had a connection from Glasgow at 2.0 p.m., did not reach London till 8.0 a.m.

From London to Liverpool the quickest day train was the 10.0 a.m., due Birmingham at 1.25, and Lime Street 5.10. There was a very
 1847.
 Train Services. fast afternoon train at 5.0 p.m., which was due in Liverpool at 11.10. These trains travelled *via* Birmingham, going into and out of the Curzon Street Station. The journey from London to Birmingham by the 5.0 p.m. express was completed in three hours. The train appears to have called only at Wolverton, and to have gone through Rugby without stopping.

In the opposite direction $3\frac{1}{2}$ hours appears to have been the standard time for the morning train from Curzon Street at 9.30 a.m., reaching London, with stops at Coventry and Wolverton only, at 1.0 p.m.—while the evening train leaving Birmingham at 7.50, was due in London at 11.0. This train was the continuation of the 4.30 afternoon train from Liverpool, but did not give so rapid a service as that afforded by the 5.0 p.m. down train in the opposite direction. These trains are marked as “ 1st class ” only, and designated as “ express.”

The Great Western Company appear to have held as far back as 1847 a superior standard of speed. Their 5.30 from Paddington, with a stop of ten minutes at Swindon, reached Bristol at 8.15 p.m., and their

morning express from Paddington at 9.45 was due in Bristol at 12.26. Both these trains took 1st and 2nd class passengers.

In the opposite direction the 12.0 noon from Exeter was due to leave Bristol at 1.40, and with a detention at Swindon of ten minutes is marked as due in Paddington 4.30.

The route by railway from Glasgow to the South we have seen was *via* Edinburgh; from Manchester to Scotland the route was *via* Normanton and Rochdale.

The Trent Valley was not opened for traffic. Liverpool and Manchester had a service for Lancaster and Carlisle by a connection to and from Preston at Preston Junction, near Parkside; and while one or two trains in the day ran through between Liverpool and Manchester in the hour, four or five each way are shewn *via* Preston Junction, with a warning note as to probable detention waiting trains from Preston. From Liverpool the expresses left at 9.0 and 11.45, doing the journey to Manchester in sixty minutes; and "select 1st class trains" left at 2.0 and 4.15, taking seventy minutes, and calling at Newton. The select trains left Manchester in the opposite direction at 9.0 a.m. and 5.0 p.m., with expresses at 11.15 and 2.0.

The railway from Chester along the North Wales coast was not opened for traffic. There was a "Mail Packet" service between Holyhead and Dublin given daily by vessels named the Doterel, Otter, Sprightly, or Zephyr; but the City of Dublin steamers used Kingstown Harbour as their port of departure for Liverpool with steamers named the Merlin, Medusa, Urgent, and Medina.

Return tickets had been but recently put in force, and instructions appear as to their use. "They are not available by the 3rd class or the express trains. A portion of the ticket will be cut off on being exhibited at the completion of the first journey; on returning, the passenger will require the ticket re-stamping before entering the carriage, without which it will not be allowed."

The whole of the traffic out of London for the North of England and Scotland was at this time concentrated at Euston Station. Peterborough was the only point at which competition out of London could arise, the Eastern Counties being a strong rival to the London and North-Western, and, as I have already mentioned, Stamford was in 1847 added temporarily to the list of Eastern Counties stations. Derby traffic went *via* Rugby and Hampton; Leicester, Lincoln, Sheffield, Halifax, Hull, York, and all beyond went from Euston Station *via* Rugby. A special platform was allotted to the trains for these districts, and up to the present day the employés at Euston speak of the platform as the "York" platform, though no passenger for York now ever, by any possibility, finds his way thence. The style of the structure of that portion of Euston Station allotted to York traffic shewed

**Liverpool
and
Manchester.**

**Route to
Ireland.**

**All North
Traffic from
Euston.**

a strong resemblance to the old station at York itself; the station roof and construction were almost identical, and the impress of one mind was plainly discernible between the two. The station I refer to is, of course, the old "butt end" one adjoining the walls of the City of York, and has no reference to the through station, with its long, curved platforms, now furnishing the great central dépôt at that place.

The original conception of the majority of the lines of railway had reference to comparatively short lines; the continuity of journeying from end to end of the kingdom was an after development. Thus the London and Birmingham terminated at Curzon Street Station in the latter town; the trains from Birmingham for Liverpool and Manchester starting out of the same terminal station not as a through line, but in the opposite direction to that in which they had arrived from the South, turntables coming largely into requisition in marshalling the trains. The trains into and out of York going northwards were reversed—they ran on one line going into the station and out in the opposite direction. In Newcastle the same thing exists even to the present day, and at Gloucester for years the Midland trains between Bristol and Birmingham have been exposed to the same difficulty. At Bristol the through traffic from Paddington to Exeter had to be transferred to the Bristol and Exeter Company's terminus, standing nearly at right angles.

The "Bradshaw" in its information as to coaches and omnibuses, affords some curious insight into the set of traffic and the user of intermediate stations now relegated to the unimportant list. 1847. Road Coaches in connexion with Railways. Whitmore was a point of importance. Coaches are run from Shrewsbury to Whitmore Station. The "Bee" runs from Market Drayton to Whitmore, and omnibuses from Newcastle and the Potteries do the same. From Sedbergh an omnibus runs to Low Gill; from Ulverston to Milnthorpe; Huddersfield runs omnibuses to Dunford Bridge for Sheffield, as well as the "Perseverance" through Marsden and Slaithwaite to Stalybridge for Manchester. The "Sliding Scale"—a name indicative of old corn law discussions—runs from Lincoln through Retford to Masborough; and we find the Bridgewater Canal competing for Chester and Manchester traffic by omnibus service daily from the Nag's Head, Chester, to Preston Brook, to connect with a swift Packet plying between Knott Mill, Manchester, and Preston Brook.

I have recounted these matters somewhat at length because, though it is upwards of half a century that this was the state of things, the date synchronizes with my entering on railway life (1847). Fifty-five Years ago. During many years of that half century I have been actively connected with various portions of the lines referred to, and have been acquainted with their growth and combinations—

their friendships and their hostilities. I have known many of the officers who have had the control of the lines and the conduct of the traffic, and the retrospect of such associations affords me pleasure in my leisure moments, not unmixed with regret at the narrowing of the circle of survivors.

With reference to the officials connected with the traffic whose names appear in "Bradshaw" of September, 1847, there is not one that can be said to be now in office (1902). The only name, **Railway Officers in 1847.** so far as I am aware, of an officer who had reached the dignity of being so announced to the public at that time and still surviving is Henry Bradshaw, then the Manager of the Bolton and Kenyon Branch of the London and North Western Railway; but for many years past a coal merchant of position in London.

Of the engineers, Robert Stephenson is named as Engineer in Chief of the South Eastern and of the London and North Western; J. K. Brunel, of the Great Western; John Hawkshaw, of the Lancashire and Yorkshire.

J. V. Gooch, as Superintendent of Loco. Department of London and South Western; John Ramsbottom, for Manchester and Birmingham Line; R. J. Hood, Resident Engineer of the Brighton Line; P. W. Barlow, of the South Eastern; J. Samuel, of the Eastern Union and Eastern Counties; J. Locke, of the Grand Junction; Henry Woodhouse, combining the duties of Resident Engineer and Superintendent of the Manchester and Crewe Line; while William Baker was Engineer in Chief of that section, and is to be credited with the splendid engineering work which carried the line across the town of Stockport, on a viaduct of 26 arches, 111 feet above the Mersey, a work unexampled at that early date.

The whole of this roll of engineering celebrities have passed away, including J. Fowler, whose name appears as Engineer for the Manchester, Sheffield, and Lincolnshire Line.

Of the Secretaries who became of note in course of years, Messrs. Creed and Booth (L. & N. W.), C. H. Saunders (G. W. Railway), C. P. Roney (Great Eastern), J. F. Bell (Midland), S. E. Bolden (Lancaster & Carlisle), J. Smithells (East Lancashire), and J. P. Culverwell (Dublin and Drogheda), should be named—the latter has only very recently retired from official life.

Of Traffic Superintendents, Seymour Clarke appears as Great Western Co.'s Superintendent at London, F. Clarke being in a similar position at Bristol, and yet another Clarke (Peter), is recorded as **Traffic Superintendents.** Manager of the Brighton Line. G. Richardson is the Coaching Superintendent of the Eastern Counties Railway; H. P. Bruyeres holding that post for the L. & N. W. at Euston. J. W. Elwin is recorded as the Traffic Superintendent of the Great Southern and Western of Ireland, then existing only between Dublin and Carlow.

Of General Managers, Captain Huish,* of the London and North Western, and J. Latham, of the Edinburgh and Glasgow, are the only ones who claim this distinction.

The Goods Managers are more numerous, S. B. Shaw is named as holding this position on the Norfolk Railway T. C. Mills is the Manager of the Department at the London end of the London and North Western—and Braithwaite Poole at the Liverpool end—as well as holding supervision over the Chester and Crewe and Lancaster and Carlisle Railway. Mr. Poole, in 1844, had strongly advocated the Railway Companies becoming their own Goods Agents, and had brought under notice numerous cases of gross over-charges by the “Carriers” using the lines.

Samuel Eborall is the Goods Manager of the Central portion of the London and North Western, resident in Birmingham, and his son, C. W. Eborall, is recorded as Goods Manager of the Sheffield Line.

J. D. Payne has charge of the Goods Department of the Birmingham and Bristol Line.

Mr. McConnell, who afterwards was associated with Wolverton Works, was the Locomotive Superintendent of the Birmingham and Bristol Line. In 1845, he was credited with the construction, at the Bromsgrove Station (Lickey Incline), of a Locomotive described as of truly gigantic dimensions, which he called the “Great Britain.” It was capable of drawing 1,000 tons on the level, and of taking a load of 150 tons up the Lickey Incline, 1 in 37, a feat heretofore unparalleled. “It was,” says *The Times*, August 26, 1845, “the largest locomotive that had yet been made.”

I have mentioned these names, as in subsequent years I had more or less close relations with most of them in business; they were certainly all unknown to me on my entering railway life.

The first railway officer to whom I had an introduction, was Mr. E. M. Needham, a gentleman with whom, in after years, I had very numerous conferences and conflicts, as he became the Superintendent of the Midland Railway, and I held a similar post on the London and North Western. At that time he was in charge of the Birmingham and Derby Station, at Lawley Street, Birmingham, and my interview was to ascertain what openings existed for such an aspirant as myself. At his suggestion I wrote to Mr. W. T. Adcock, whose name appeared as the coming manager of the Oxford, Worcester, and Wolverhampton Line—at that time a very

*—The *Liverpool Times* of October 13, 1846, thus announces the Captain's advancement:—“London and North Western Railway.—We learn that at the Board Meeting held in London on Saturday last, Captain Huish, the present manager of the Grand Junction portion of the road, was appointed General Manager of all the Lines now amalgamated under the name of the London and North Western.”

incomplete concern. He was in some way connected with the Palatine Hotel, Manchester, from which place he wrote me, saying I was premature in supposing that he held any such post on the railway. In after years I had the pleasure of many interviews with him when he had become the Manager of that line—an impecunious affair—always spoken of as the O. W. W., with the interpretation, “Oh! Worser and Worser.”

To return to Ely Station. After a short stay in Ely, as a consequence of communication with head-quarters, I found myself under instructions to

Bishopsgate	proceed to London, and take up my position as one of the
Terminus,	Clerks at Bishopsgate Station, in the office of Mr. Robert
Eastern	Moseley, the Manager of the Eastern Counties Railway.
Counties	
Railway.	Here I learnt the routine of a clerk's duty in a Manager's

Office, under a very capable chief. Mr. Moseley had been one of Messrs. Pickford's representatives in Manchester, and for his business capabilities had been selected as the General Manager of the Eastern Counties Railway, a better school to select a manager from than the naval or military strain then so largely in vogue. The names of Captains Huish, Eborall, and Bruyeres, for the London and Birmingham Line, Captains Laws and Binstead, for the Lancashire and Yorkshire, Captain Coddington, for the Caledonian, are illustrations of the appointments of the day. There was always a tendency to the martinet in the military man, and to quarter-deck discipline with the naval autocrats, which compared unfavourably in public estimation with the business capabilities of the more practical and less pretentious Carrier. Mr. Moseley nominated for the post of Goods Superintendent, his brother, Mr. William Moseley, also one of Pickford's Manchester people—he was placed in charge of the large Traffic Depôt at Brick Lane—while as Chief Clerk he had another of his protégés, Mr. Charles Capper, whose abilities as a youth had made him a great favorite with the General Manager.

The system of correspondence in the offices was copied from the very clear system adopted by P. & Co., as Pickford's were always called, a separate

Pickford & Co.	arbitrary, but distinctive alphabetical letter being placed on
Training and	every communication, so that each clerk could at once tell to
System.	whose desk, and under whose individual charge correspondence

should be relegated. Thus D referred to Claims, C K to Supply of Stores, T to Correspondence, &c. Mr. Capper was himself a remarkably swift penman, and I always found him approachable, though he had a name in the office for being overbearing. He ultimately became manager of the Victoria (London) Docks, and later, M.P. for Sandwich.

Among my fellow clerks was Mr. William Birt, who has continued all his life in the service of the G. E. Railway, and became its General

Fellow	Manager, with a long history of successful progress, and the
Clerks.	distinction of knighthood at the hands of Her Most Gracious
	Majesty. His brother, Mr. George Raymond Birt, was

another of them; he became well-known as Chairman and Managing

Director of the Millwall Docks. Mr. Charles Mills, whom in after life I had much to do with, when he gained the position of the L. & N. W. and G. W. Joint Station-master, at Chester. Mr. Oakes, who became Station-master at King's Cross.

Among the special duties allotted to me was that of reading the Rules and Regulations to each of the Guards, and giving a certificate accordingly. I am not aware that such a practice exists on any other line, and its utility is more than doubtful, as compared with the plan of making candidates for promotion to the post of Guards go through a thorough *viva voce* examination, hearing how they would propose to act in various suggested and known difficulties, and testing their knowledge of rules in this practical way, which, I may add, is the course I have for many years adopted on the North Western Line ; so long indeed as the certification of the Passenger Guards has formed a portion of my duty.

The threatened Chartist movement, which caused so much apprehension in the City of London, took place during this time, and I was sworn in at Worship Street as a Special Constable, taking charge of a batch of goods porters from Brick Lane, who were also enrolled at the same time. Our services, however, were not required, but I well remember seeing the roof of the Bank of England provided with sand-bags, and prepared for attack.

I was fortunate in having many old family friends in London, and through them I had the opportunity of constant evening engagements, attending the gatherings of the Zoological Society, the Ethnological Society, the Marylebone Debating Institute, and the Geological Society, at the latter on one occasion, Mantel, Buckland, Lyell, and De la Beech were among the speakers.

One reminiscence of a different character attaches to my Bishopsgate life. I had occasion to convey some communication from head-quarters to the offices at Brick Lane. The shortest way was along the line, and the office messenger undertook to pilot me over the dangerous track. We arrived safely, and he left me to make my return unaccompanied. My mission completed, I had to make my way back, and on leaving the goods shed it was necessary to pass on to the main line. I had no idea of the nearness of the rails. Going through the door-way, I was in the act of stepping on to the line, when a passenger engine and train rushed by. The running line closely adjoined the Goods Shed wall, and by these few seconds my railway career was most providentially *not* abruptly terminated on the spot. There should certainly have been some caution or warning exhibited. It was my last walk along that portion of the line, I adopted the high-road afterwards !

Among the officials of the Great Eastern Line, who controlled affairs at head-quarters, I must not omit to mention the Secretary, Mr. Cusack Patrick Roney. Occasionally he had to commune with the Manager, and the way in

which he was accustomed to enter the office, swinging the door open with an imposing clash, and marching across the office like an hurricane, was a sight not to be forgotten. He ultimately became interested in Irish matters, and was knighted in connection with the Dublin Exhibition (1853.) Mr. Ilbery, of the Great Southern and Western Line, was closely associated with him in developing the Killarney Tourist Tickets, one of the earliest schemes for encouraging that visiting places of interest which the Americans designated as "Travel," a word now completely adopted on this side of the Atlantic.

In May, 1848, a communication from my friend, Mr. Newall, warned me to be prepared to leave London, as changes were contemplated. This had reference to the absorption, by the Eastern Counties Railway of the Norfolk Railway—the line of the former extended as far as Brandon, near Thetford. At that point a change of ownership and of system occurred, but now the plan, inaugurated very wisely by King Hudson, of uniting small lines, and bringing them into larger groups, was being rapidly pushed forward, and the Norfolk Railway, and subsequently the East Anglian (Lynn lines), were to fall under the control of the Eastern Counties Board. Mr. Newall was appointed Superintendent of the Norfolk division, with offices at Norwich—Mr. Wentworth Clay, the former manager, retiring—and I was appointed head clerk. The Locomotive Engineer of the Norfolk Line was Mr. W. P. Marshall, who left with Mr. Clay, and subsequently became the Secretary to the Engineers' Institute, in Birmingham.

Mr. S. B. Shaw was the Goods Manager. He left Norwich at the same time, and took charge of the Canal Traffic of the North Staffordshire Company at Stoke.

Yarmouth, Lowestoft, and Dereham, were among the towns now coming under the wing of the Eastern Counties Railway. The Station-masters, and others throughout the District, required to be trained in the Eastern Counties' formulas and regulations. The line from Lowestoft and that from Yarmouth were both single lines. They formed a junction at Reedham, and were continued thence as a single line, passing Thorpe Village, to Norwich Terminal Station, called "Thorpe," to distinguish it from the Victoria Station of the Eastern Union Line—then an independent Railway.

The stations intermediate between Reedham and Norwich were very primitive and small; the mode of signalling as simple as could well be devised. A lofty pole at the station platform was furnished with a circular creel or basket, painted red. If this was pulled to the top of the pole, the train was to stop. Semaphores and distant signals were unknown on the Line, but while this was the case with signals, the telegraphing of train-progress was in advance of any system in vogue at that time on any other line, or indeed at the present day;

Primitive
Signalling
on
Norfolk Line.

for standing in the foreman's office at Norwich, it was easy to observe the signals which indicated, by large deflected needles, the passage of the going or coming train at Norwich, Brandon Junction, Brundall, Reedham, and Yarmouth, respectively. The instrument was a very interesting one to watch, and as a telegraph curiosity I came across it recently at an exhibition of electric appliances. It had a double needle speaking instrument above the frame containing the train-signalling needles, and was described as "The Electric Telegraph on the Yarmouth and Norwich Railway, 'a single way,' 20 miles in length, opened 1st March, 1844."

Norwich was a City which had many attractions, and the round of amusements required watchful attention in the railway arrangements. The Duke of Cambridge visited the city; the Musical Festival, with Jenny Lind as *prima donna*; the Rose Show, the Regattas at Norwich, Lowestoft and Yarmouth, and the Races at Yarmouth, kept us busy. Among the other arrangements, we frequently had to provide engine-power for heavy trains of cattle, coming to Trowse Cattle Sidings, adjoining Norwich, from off the London and North Western system by way of Peterborough, the correspondence being conducted with Mr. Fisher Ormandy, the first officer of that line with whom I ever had to communicate.

The Guards of Branch Trains had a rougher time of it than those of the present day. The Brakes of the trains were worked from the roof of the carriages, the guards riding outside, in an unprotected seat at the end of the vehicle, applying the brake by turning on the hand screw. A journey from Wymondham to Dereham cured me of my desire to travel outside railway carriages. At the end of the train were two of the vehicles with outside seats for the guard. They were so marshalled that the seats became *vis-a-vis*. The guard, an old stager, sat on the one which enabled him to turn his back to the engine, while I, as a novice, sat opposite, facing him. The dust, the smoke, steam, and smother, which filled my eyes, ears, and nose during that short ride, were sufficient to put a stop to any wish for further experience in that direction.

The accommodation for guards has certainly vastly improved since those days. After a while the roof seat had a small box-shaped shelter for the men, and I have seen a small rough curtain added, so as to shelter them still further from the weather. The open van was the next advance, a vehicle having one end covered and suited for the reception of luggage and parcels, the other end open and fitted with a small seat for the guard, having the brake wheel close at hand. These vans were accustomed to be turned on the tables with which all terminal stations were provided, and thus the guards travelled at the end of the train, ceasing to be exposed to the necessity of facing the engine. The double-ended vans did away with the

necessity for turning vehicles, and have led to the provision of thoroughly well sheltered vehicles, with padded seats, lighted compartments, and apparatus for warming food while travelling—a striking contrast to the old style. I was surprised, when in America (in 1881), to find the system of working the brake on to vehicles from the roof still in force, not, indeed, with the Passenger trains, but with the Goods trains; the large covered freight cars having brake-screw handles on their roofs, the “Brakeman” passing along the top of the vehicles, applying the brakes when necessary, a very dangerous business in rough weather, and especially so on lines where tunnels exist; but as a protective warning, overhanging gantries with pendant whipcord pellets, are provided not far from the tunnels, so that the men on the roofs, experiencing the warning stroke of these pellets, may lie down while passing through.

But to return to Dereham. Mr. Boatwright was at that time the Station-master, and throughout his history he has remained in the service of the same railway company, having in later life been Station-master at Hertford for many years. Another of the railway names, who were my contemporaries, was Mr. George Waters, at Lowestoft—subsequently for many years he was the representative of the London, Chatham and Dover, at their office in Paris. But my closest acquaintance was Mr. Thomas Stevenson, who on Mr. Shaw’s retirement, took charge of the Goods Department at Norwich. He was a man thoroughly devoted to his work, and the life-long friend of Mr. Thomas Kay, who was at the time to which I am referring, the chief clerk to Mr. Samuel Salt, Goods Manager of the London and North Western, at Manchester.

This Mr. Salt was one of the group of traffic officers who became leaders in the arrangement of goods carriage by railway, at the time when the Railway Companies were endeavouring themselves to undertake the work, instead of allowing a class of middle men, such as Carver & Co., Pickford & Co., Weaver, Crowley, and others, who had been carriers by road and canal, to retain the trade in their own hands, and pass on to the rails such portions of the business as they chose. Singularly enough, the Midland Railway had for their representative at Leeds, a manager of the name of Pepper, and at various railway meetings of the day there were inevitable jokes as to Pepper and Salt being “mustered.” The sherry and sandwich luncheons were incomplete without the actual appearance of these two condiments. Mr. Salt was a man with a very cadaverous countenance, and in times prior to the days of “Engaged” Compartments, or of smoking being permitted in railway carriages, the officers generally managed to avoid intrusion in their compartment, by getting Salt to tie up his head with a handkerchief, and sit by the window. Few ventured to enter where such evidence existed of a fellow passenger at the point of death.

Mr. Salt was also widely known in railway circles as the editor and author of a small volume issued (Bradshaw & Blacklock, 1845) for the guidance and aid of clerks in dealing with charges on articles of varying weight, the book containing tables of calculations for cwts., quarters, and lbs., at fixed charges per ton, thus saving much time in entering up invoices. One peculiarity of the book consisted in its tables, enriched on every page at the top and bottom with a sentiment, a proverb, or text, and the name of the author following thus—

Acquire the habit of doing everything well.—TODD.

Keep everything in its proper place.—SALT.

Be clear and explicit in your bargains.—SALT.

To a man full of questions make no answer.—PLATO.

It is not he who makes the greatest bustle that does the most work.—SALT.

Strive to become master of your business.—SALT.

But the insertion among these proverbial sayings of the text, "No man can faithfully serve two masters.—SALT," was an appropriation which was scarcely legitimate!

The time came when I was to leave Norwich. My friends in Walsall urged me to return to my old home and find a position on the South Staffordshire Railway, then about to open from Walsall to Burton-on-Trent. Applications were to be made for various positions, that of General Manager among them. My aspirations for this chief position were not destined to be successful, but I was offered, and ultimately decided on accepting, the Chief Clerkship.

About the time of my leaving Norwich, the whole district was startled by the intelligence of the murder of Mr. Jermy, the Recorder of Norwich, and of his son, and of serious injuries to Mrs. Jermy and one of the servants, at Stanfield Hall, near Wymondham, all shot by a masked man. I well remember, as I was about to leave duty one evening, the Telegraph Clerk informing me of the receipt of a message, "Stop J. B. Rush; suspected of murder at Stanfield Hall, etc." Rush was not among the passengers who arrived by the train indicated, but was subsequently arrested and condemned to death. I heard of his trial and fate from my friend, Mr. Newall, after I had left Norwich.

It was not without regret that I departed from Norwich. Of course, we had the usual farewell supper among fellow clerks, and at one of these the Station Master (Taylor) joined us. He was a man of excessively large frame, and acquired the nickname of "Slender," in contradistinction. I am afraid it was frequently my duty to keep stirring him up to activity, but we parted good friends; and in after life, when he had given up railway work, I was able to assist him in his endeavour to start a small business in Wolverhampton.

**Salt's
Tables and
Proverbs.**

**Departure
from
Norwich.**

Many years elapsed before I again traversed the massive swing bridge over the Yare at Trowse, or saw the noble battlements of Norwich Castle and the splendid spire of the Cathedral, but my good friend, Mr. Newall, I never saw again, and his cheery voice. He wrote to me not infrequently at Walsall, and one of his letters, which fortunately I did not destroy, told me how matters were progressing after my leaving. Charles Mills (see page 9), from Mr. Moseley's office, had been selected as my successor. "Slender," he says, "is in fine order. He actually, the other day, ran the whole length of the platform, much to the astonishment of the passengers and myself. It is difficult to say what 'Slender' may not accomplish in time. The old chap took Gurney, the invalid banker, up to London last week, and has since received a cheque for ten pounds for his pains. You will know Rush is no more. The crowds we had to see the execution were immense. I went on the Castle Hill to see the assemblage. The deep-toned bell of St. Peter's sounded most mournfully, and at 12 o'clock the castle gates were thrown open. I saw Rush walking solemnly and slowly. He ascended the scaffold, and when the cap was drawn over his eyes I ran away as fast as I could, as I could not see a man hung. Glad was I when that day was over."

Dear old friend Newall! He was a most genial and tender-hearted man, and by his kindly speech made all the men respect and esteem him. The sad and startling news of his death came to me in April, 1850. Travelling on a tour of inspection, in company with Mr. Peter Ashcroft and Mr. Samuel, the resident Engineer, on his small engine "Eagle," from some unaccountable cause, he leaped from the engine, and his boot heel catching against the frame, threw him under the engine, which instantly passed over and crushed him to death. The "Eagle" had been making a trip from Reedham to Haddiscoe and back: the telegraph instruments had only that day been introduced there. Returning to Reedham Junction, a goods train was waiting on the single line to pass; whether he feared some accident was imminent is unknown, nor was any light thrown on the melancholy affair at the inquest.

His funeral was attended by all the chief officers of the Railway Company, and a large following of the staff. A handsome obelisk was erected to his memory in Lakenheath Cemetery, and his name was long cherished by the men who so highly esteemed him; by none could he be more missed than by myself; he had been my railway tutor, my friend, my adviser.

“Good-bye !” “Good-bye !” a common word,
How often uttered, often heard !
The smile, the tear, the prayer, the sigh,
Each suits alike the word “Good-bye.”

Ah ! in how many a varied scene
“Good-bye !” the parting words have been !
And when the utterance had failed,
A pressure of the hand availed.

We oft have seen two parting friends
Whose way through life wide sundered tends,
With hearts elate and spirits high
Exchange their farewell words “Good-bye.”

And fond they thought some future day,
Again might join their devious way ;
But little recked that Death was nigh,
When they each other bade “Good-bye.”

I parted so with a friend right dear,
And frequent hoped his voice to hear ;
But ah ! that hope is gone ; yet, I
Still cherish well his *last* “Good-bye.”

CHAPTER II. 1849—1853.

Position on South Staffordshire Railway—Walsall—J. D. Payne, General Manager—Opening to Withnor and Burton—Midland Railway Connections—Opening to Dudley—Propositions for Leasing the Line—First Attendance at Railway Clearing House Meetings—Goods Traffic; Mr. J. N. Brown—Dudley Castle Fetes—Connection with O. W. W.—Mr. J. R. McClean and Messrs. Brogden as Lessees—Mr. Bruyeres—Opening Stour Valley—Mr. McCorquodale—Mr. Marcus—Station and Junction Signals—Auxiliary Signals—Collisions.

ON arrival at Walsall I found an active life in store for me. The line of Railway about to be opened for traffic was the outcome of a severe fight in the years 1846 and 1847. The Midland Co. had struggled to get possession of the district from Burton on Trent to Walsall and Dudley, while on the other hand the London **South Staffordshire Railway.** Birmingham to Walsall and Lichfield and the mining district of Wednesbury and Dudley in their interest. The line finally adopted was a compromise between the two—the Board consisting of three parties one portion sympathising with the North Western, the other with the Midland, the third representing the independent body of shareholders.

A portion of the line from Bescot Junction to Walsall, $1\frac{3}{4}$ mile, had been opened in 1847, and a service of four Trains, from Birmingham at 9.0, **Partial Opening 11.0, 4.0, and 7.15,** returning at 9.50, 11.30, 4.45, and 8.30, **to Walsall** had been run daily between Birmingham, Curzon street and in 1847. Walsall, worked by the North Western Company, the temporary terminus in Walsall being at "Bridgeman Place." Following on this opening, the Station on the Grand Junction line, which, though nearly two miles from the Town, had been called Walsall, reverted to its original name of Bescot Bridge. At this small place for years, the railway traffic for Passengers from the towns of Walsall and Wednesbury had been carried on; close to the Station a very small Goods Office existed, with a short siding on private ground belonging to a Mr. Elwell whose "forge" was in the near neighbourhood, and who dealt with the Company's goods business on his own siding for a fixed tonnage rate; so little did the L. & N. W. at that time care about the black country traffic. Passenger traffic to and from the North continued to be dealt with, at Bescot Bridge; a small yellow painted 'bus taking passengers to and from the town of Walsall in charge of a well-known character, "John Cox," of the George Hotel.

The gentleman who had obtained the appointment of General Manager of the South Staffordshire Line was Mr. John Douglas Payne. He had been for some years in the service of the Birmingham and **General Manager** Gloucester Company principally in the Goods department, **Mr. J. D. Payne,** and in the negotiations with the Companies for the opening

of our line I had very frequently to accompany him. This was more particularly the case in Passenger matters, as he was thoroughly posted up in all goods questions, upon which he was generally considered an authority. He took credit to himself for having had a leading part in checking the extension of the broad gauge; the line from Bristol to Gloucester was originally made on the broad gauge, while that from Gloucester to Birmingham was narrow. In evidence before the Parliamentary Committee dealing with the question, statements had been made as to the confusion arising in goods traffic through the transfer from the one gauge to the other; the members of the Committee determined to visit Gloucester and personally inspect the exchange; Mr Payne ascertained this and hurried down to be in readiness for their coming. Fearing lest the extent of transfer work might be too small to impress the Committee, he arranged for the unloading of two trains already dealt with as an addition to the usual work, and when the members came to the scene, they were appalled by the clamor arising from the well arranged confusion of shouting out addresses of consignments, the chucking of packages across from truck to truck, the enquiries for missing articles, the loading, unloading, and reloading, which his clever device had brought into operation; the result being a decision to stop further progress northward with the broad gauge.

The portion of the South Stafford Line now about to be opened was
1849, April 9. that from Walsall to Lichfield and to Alrewas and thence
Opening from through Wichnor Junction to Burton-on-Trent, the latter part
Walsall to being the property of the Midland Company with whom of
Wichnor course arrangements had to be made for our coming.
Junction.

The Superintendent of the Midland Railway at that time was Mr. Charles Mills (not the individual of the same name before referred to), and he was the appointed officer with whom all arrangements were finally settled; a service of four trains each way was adopted as a commencement, so timed that there was no need of any terminal service to be done by the Midland Company at Burton; the trains started from Walsall in the morning and came back there at night.

From the Midland Company we obtained our supply of Rule Books adopting them for the South Stafford men; and with Mr. Mills and his Clerk, Mr. Pakeman, all the fares affecting Through-Booking and many of the forms for traffic purposes were settled. I may remark, with reference to these gentlemen, that after a time the duties of Superintendent were divided, Mr. Mills taking charge of the fares and of the indoor department of the office, while Mr. Needham became Outdoor Superintendent; ultimately Mr. Mills became Station Master at St. Pancras, when the Midland Company opened that terminus, for their London development. Mr. Pakeman retained his position as Chief Clerk at Derby, alike under Mr. Mills and Mr. Needham; he became a very constant attendant at the Superintendents Railway Clearing House Meetings.

The preparation and issue of announcements of the opening of the line—the posters, the time-tables, the calculation of the fares, the supply of clothing and stores, the obtaining of the needful forms for accounts, the train marshalling, the trial trips, the placing of the men at their various points of duty, all these kept us fully employed; but at length, the line having been inspected by Captain Wynne, the opening was an accomplished fact, and a dinner at Lichfield, with a ball at the Guildhall, distinguished our opening day, April 9, 1849.

The Chairman of the line was Mr. C. S. Forster, Banker of Walsall and for sometime M.P. for that town—the Deputy Chairman was Mr. Richard Croft Chawner of Lichfield; the Directors having traversed the line were met on their return to Lichfield by the Mayor (J. P. Dyott) and Corporation, the High Sheriff and officers of the City, and marched in procession to the George Hotel. At the dinner a clever opportunity was taken by the Chairman to refer to the long neglected but now well-known quotation from Dr. Darwin:—

Soon shall thy arm, unconquered steam, afar,
Drag the slow barge, or drive the rapid car;
Or on wide waving wings expanded bear
The flying chariot through the field of air.

and his remark that, with a degree of prescience truly wonderful, the Lichfield poet had ventured on a prediction, now fulfilled to the very letter, and that, too, within the walls of his own City, was received with tumultuous applause.

The Secretary of the line was Mr. Horatio Barnett, one of the leading lawyers of Walsall, who also acted as Solicitor for the Company. The Engineers were Messrs. McClean and Stileman. The Architect was Mr. Edward Adams of Westminster; the Locomotive Department was under the charge of Mr. George Wells who had served his time at Wolverton. The carriage stock was obtained from Messrs. Wright of Saltley Works, near Birmingham, and they also supplied the wagon stock. The number of our carriages was but small, and on the occasion of the Whitsuntide gathering at Lichfield, called “Lichfield Bower”—a survival of a mediæval pageant—we ventured on the very risky plan of using open wagons with planked seats, but the experiment was not repeated: cattle trucks were next tried but as the rising generation took to “mooring” at the Passengers while the train was stationary, the dislike to using such vehicles, even at the low rate adopted, caused the plan to be withdrawn. We exploited Lichfield extensively, using its Cathedral as the attraction; excursion trains both for Adults and School children were well supported. One notice issued by an Excursion Agent, owing to its want of proper punctuation, gave rise to considerable amusement at the new light thrown on one of the antiquarian

objects in the environs of Lichfield. It stated: "After viewing the Cathedral, the children will be taken to Barrow Cope Hill; where tradition asserts the three Kings were slain for refreshment and amusement"! These three slaughtered Kings figure in the heraldic escutcheon of the City, and accordingly appeared on the combination of shields, that graced the South Staffordshire Coaches; it was rather a gruesome piece of heraldry for a railway vehicle! We were, I am thankful to say, very fortunate in the matter of personal injury, and if any augury of mischief could be drawn it proved inaccurate. One accident that occurred in the neighbourhood of Lichfield gave rise to some legal debate: the gate-keeper at the level crossing called Foss Way—an old Roman road leading to the Central fortress of Etocetum now scarcely distinguishable but known as "Wall"—was unfortunately struck by a passing engine and killed on the crossing. This was in the jurisdiction of the Coroner of Lichfield, but the body was carried to a public house close by which was outside the City boundary, and in the County of Stafford. The County Coroner successfully maintained his right to hold the inquest.

During the autumn of this opening year various meetings were attended having reference to goods transactions, bringing me into contact with many men who, in after years, were prominent in railway life. Among these was Captain Eborall, already mentioned, one of the Naval men who had stepped into the new life of railway management, whose nautical training expressions left some traces in the Old Rule Books, where instructions can be found as to trains getting "back to the next station astern." The Captain held the position of Goods Manager for the L. & N. W. Railway at the Birmingham end of the Grand Junction.

Mr. West, the Goods Manager of the Midland, had frequently to be interviewed at Derby, and his local officer Mr. Walklate at Lawley Street, Birmingham; the latter gentleman, on the retirement of Mr. West, became the Midland Company's General Goods Manager. We had also to deal with Mr. Beale, Mr. Barlow, and Mr. Speight: at this time the latter gentleman was Chief Clerk to Mr. Sanders at Derby, the General Manager of the Midland; he retained and most efficiently filled the same position under Mr. Allport.

I have before alluded to the decision of Parliament to restrict the extent of broad gauge lines: the line from Oxford via Banbury to Wolverhampton was authorised on the broad gauge and as this line connected
Walsall to or had a permissive connexion with the South Stafford Line at
Dudley. or had a permissive connexion with the South Stafford Line at
Provision for or had a permissive connexion with the South Stafford Line at
Broad Gauge. or had a permissive connexion with the South Stafford Line at
 Wednesbury, it was stipulated that if the South Staffordshire

Company did not complete this portion of the line to Dudley on the narrow gauge by a given date, the Great Western Company could themselves complete the line and lay the broad gauge thereon. That portion of the line was accordingly constructed on a scale to admit of the mixed gauge if needed, and every effort was made to complete it. On the 1st November, 1849, the date fixed, it was in a state to allow of the passage of a special train, and the

Directors made their first trip along its permanent way to Dudley—the stations still being incomplete; it was not till many years afterwards that ultimately the Great Western Company reached Dudley by this route, and then from Greatbridge by narrow gauge trains only.

Within six months of the opening of the line a proposal was made by nominally independent parties to lease the line, but owing to the opposition on the Board by the representatives of the **Lease of Line to Mr. McClean.** L. & N. W. and Midland Company and especially by the Chairman of the Birmingham Canal who was also a Director, the proposals were no less than twice rejected at special meetings of the Shareholders. Local canvassing was organised, and a large body of the Shareholders, finding the Railway Companies, who were represented on the Board, declined to give any guaranteed dividend for the line, made a strenuous effort to obtain the lease, and on 21st January, 1850, the proposed lease for 21 years was adopted. The Engineer of the line, Mr. John Robinson McClean, was the lessee, and the leasing of a Railway to a private individual was authorised by statute without any precedent existing. The lease of the Shrewsbury and Hereford Line to Mr. Brassey followed in 1852.

The adoption of the lease led to an immediate change in the Board and the independent party came strongly "en evidence"; the Railway and Canal representation was minimised, and local trading influence sought for in its stead. Mr. Badger of Dudley, Mr. Haines of Tipton, and Mr. Philip Williams the leading ironmaster of the day, joined the Board, the influence of the latter alike with the Birmingham Canal Company, and the trade of the district being of great value, as the line was now on the eve of opening into the heart of South Staffordshire.

1850. On 1st March, a commencement was made with Goods Traffic: the line served the towns of Wednesbury and Greatbridge and thence through Dudley Port proceeded by a steep gradient of 1 in 60 for 1¾ mile to the foot of the town of Dudley, the terminus being very near to the inclosed grounds of Dudley Castle. At Greatbridge a series of sidings, connected the line with the Birmingham Canal, and enabled the Company by boating agencies to occupy a very formidable position as a competitor for traffic; at Dudley a junction was effected with the Oxford, Worcester, and Wolverhampton Railway, a line at that time in pecuniary difficulties, and at a standstill in its incompleated existence.

In order to give publicity to the Railway interests respecting this new opening, I was instructed to attend the meeting of the Associated Goods Managers held on the 21st March in Manchester, and accordingly made my "debut" at the Clearing House Meetings among the Goods Managers; Mr. Braithwaite Poole was in the chair, he being at that time the recognised permanent Chairman of these Goods Meetings, at this gathering, I made

1850, March 21.
First
Attendance
at Railway
Clearing House
Conferences.

the requisite announcement of the opening of the line and invited co-operation.

The names of the officers present, as recorded by the Clearing House, are as follows :—

Mr. B. Poole, in the Chair.

Mr. Allen,	Aberdeen Railway Company,
„ Byers,	Scottish Midland,
„ Cawkwell,	Lancashire and Yorkshire.
„ Eadson,	East Lancashire.
„ C. W. Eborall,	East Lancashire.
„ Johnstone,	Caledonian.
„ R. L. Jones,	General Station, Chester.
„ J. Ker,	Glasgow, Paisley, and Greenock.
„ Locking,	York and North Midland.
„ Mackie,	York, Newcastle, and Berwick
„ Newcombe,	York, Newcastle, and Berwick.
„ Neele,	South Staffordshire.
„ Pennington,	North Staffordshire.
„ Roberts,	Chester and Birkenhead.
„ Salt,	London and North Western.
„ Sinclair,	St. Helens.
„ C. H. Smith,	Manchester, Sheffield, and Linc.
„ Sollas,	Eastern Union.
„ Shaw,	North Staffordshire.
„ Small,	Dundee, Perth, and Aberdeen Junc.
„ Tennant,	Leeds and Thirsk.

In addition the name of Mr. Thomson of the Great Northern should appear : he was the Manager of their Canal interests in the Lincoln District.

In the list of those present at this Meeting will be observed several who rose to distinction, in after years, as General Managers of various lines, but the bulk have passed over to the “great majority”; Mr. Cawkwell and Mr. Newcombe have only recently deceased. I believe Mr. Sinclair remains “till this present,” and so, still attached to his own railway, does the placid Mr. Henry Tennant.

A reference to these minutes at the Clearing House—the meetings commenced in January, 1847—shews that they were frequently attended by Mr. Morison, the first head of that establishment, and that Mr. Elwin, a namesake of the Manager of the Irish Clearing House, acted as Secretary in recording the minutes.

The continued adoption of Mr Braithwaite Poole as Chairman is a high testimony to his capability and tact. At one time his services were

Mr. Braithwaite Poole. sought for on the opening of any new undertaking to act as consulting Goods Manager, and his name appears accordingly

as connected with the Chester and Holyhead, the North Union, the Lancaster and Preston. It is sad to find that instead of terminating his history as the General Manager of some noted Railway, he became satisfied to fill the position of Superintendent of the Ferry Boats between Liverpool and Birkenhead; I last saw him so acting, and wearing the yachting uniform cap of the post. His "bon hommie" was unbounded, his frequent signature occupying in flowing style half the page was "yours flourishingly," and the clerks at Euston long preserved as an instance of audacity, a letter from him to Captain Huish written on the largest double sheet he could find: "Your circular received and shall have attention," the circular in question having requested the officers and the line generally to observe scrupulous care in checking all extravagance in stationery; half sheets of paper to be used, outside fly leaves avoided, etc.

On 1st May the South Staffordshire Line was opened through to Dudley for Passenger traffic, and by this route—a somewhat circuitous one—the towns of Dudley and Wednesbury were for the first time connected by rail with Birmingham, the trains from Dudley being joined to those from Walsall at Bescot Junction, and thence pursuing their way over the Grand Junction Line into Curzon Street Station, Birmingham. We were not destined to retain this traffic for any length of time, as the formation of the Stour Valley direct narrow gauge line between Birmingham, Dudley Port, and Wolverhampton on the one hand, and the construction of the broad gauge line from Wolverhampton through Wednesbury to Snow Hill Station, Birmingham, on the other, were rapidly proceeding, by which a shorter route would be afforded for both places.

1850, May 1.
Opening to
Dudley.

Served by the line between Wednesbury and Greatbridge were a large number of Iron Works and Furnaces and by sidings and connections with the Canal the whole of the busy "black country" could be reached. So highly important were the business developments in this respect that it was, shortly after the opening, decided to have a local traffic Manager on the spot, and an old comrade of Mr. Payne's, Mr. John N. Brown, was ultimately engaged as the Goods Manager of the line with his Headquarters at Greatbridge; he had previously been with the Midland Company at their Gloucester Station. Under his charge the traffic largely developed, and Greatbridge became a busy centre. The water carriers, Messrs. Crowley & Company, as well as Pickford's Agents, Messrs. Howson and Ketley, were frequent visitors; Messrs. Eborall and Soar for the L. & N. W. and Walklate for the Midland Co., kept in touch with the work in the interests of their respective Companies.

The sidings adjoining the Canal basin gave us a lesson in Station Yard working. They were laid unavoidably on falling gradients, and in spite of warnings and cautionary notices, again and again, the wooden stop blocks at the end were broken up, and wagons went into the Canal. A heavy stone

buffer block suffered the same fate, and Mr. McClean's resident Engineer, Mr. Walker, determined to try the effect of dispensing with buffer stops of any kind; the danger of careless running of wagons was patent to the shunters, and there followed a perfect immunity from such occurrences—the danger ensured the safety!

Another difficulty in working traffic over this new district developed itself, which though well known in the neighbourhood, now for the first time affected the railroad, this was the occurrence of what **"Crowning in Mining Subsidesces."** is called in the district, "a crowning in," that is a falling in suddenly and without warning of the surface of the ground owing to mining operations; the massive pillars of coal originally left for the purpose of keeping the surface undisturbed having been found too valuable an asset to be disregarded; by gradually paring them away, the upper surface was rendered liable to be easily affected, and in many instances the ground, being thus honeycombed, had suddenly dropped down, taking in some instances, horses and carts, and in others whole buildings into the chasm of the "crowning in." Once or twice the line was seriously affected, and the rails hung suspended across the opening held up by the sleepers only. Our resident engineer in this case decided on abandoning the cross sleepers, and adopting the longitudinal baulks throughout the lengths affected by mining operations, a proceeding which added very considerably to the safety of travelling over the sections.

At Dudley, a very good service of coaches from Kidderminster and Stourbridge through Brettle Lane was established, and in this way that district was well served pending the opening of the O. W. W. Line.

Mr. Payne's aspirations, as to encouraging passenger traffic, led him to open negotiations for a lease of Dudley Castle as a place of amusement for the masses of the black country; his friend, the "Poet **Dudley Castle** Bunn," took much interest in the scheme, and organised **Grounds.** some of the entertainments in the Castle grounds, which were rendered highly attractive by the illumination of the "Caverns" large excavations in the limestone workings underlying the Castle woods. Visitors flocked in thousands to these Fetes. The suggestions for the lease were favourably entertained by Lord Ward's agent, and were very nearly settled when an unfavourable view, expressed by the municipal authorities at the prospect of losing the accustomed freedom of access to the Castle, ultimately put an end to the scheme.

The only further change that the year 1850 brought to us was the decision of the London and North Western Co. to close their Bescot Bridge **Bescot** Station and to allow their trains to call at Bescot Junction instead, **Junction.** our Company having to run trains to connect at the Junction

from and to Walsall. These arrangements brought me into communication with Mr. R. S. Norris who was at that time both Engineer and District Superintendent of the Grand Junction, with Headquarters at Liverpool, his Local Deputy being a Mr. Cowie of Stafford. The opening of the Junction Station, while affording extra facilities for Walsall traffic, gave rise to no little friction. The hot headed Irishman (Furlong), appointed by L. & N. W. as Station Master, being deficient in both tact and judgment. After numerous complaints, he was eventually removed, and his foreman (Peacock) reigned in his stead. The trouble at Bescot formed a new experience in joint station working, for no such difficulties had risen at any of our other Junctions. Mr. Hackett at Burton, and Mr. Edward Cooper at Birmingham, both meeting our wishes and requirements to the fullest extent. Mr. Cooper was a model Station Master, he had originally been one of the London and Birmingham guards; the ability he displayed as Station Master at Birmingham, caused him to be selected for the position of Station Master at Euston, following a noted official named Bickley: the signal for starting trains at Euston was given by flag, the pompous display of official dignity on Bickley's part in having the flag brought to him and in waving the white flag as the final signal for leaving was one of the sights of early railway routine!

1851. In the commencement of this year, some partners in the lease made their appearance at Walsall in the shape of a Mr. Brogden, an old contractor from Manchester and two or three of his sons: of these Mr. Messrs. Brogden, Joint Lessees. Henry Brogden took up the superintendence of the Locomotive department; Mr. Alexander Brogden turned his attention to the bills and expenditure; the connection thus commenced by him in South Staffordshire resulted in his being elected in his prosperous days as Parliamentary Representative for Wednesbury when that town, under the redistribution of Seats Bill, obtained the privilege of returning a member to Parliament.

Mr. Henry Brogden still retains an affection for railway working and his name appears as a Director on one of the lines in the Barry district of South Wales.

Another railway officer who came among us at this time was Mr. McClean's brother-in-law, Mr. J. R. Newsam, who became the accountant for the line; he was a sample of the courtly Irish gentleman, was very popular in Walsall, and did good work in raising the numbers of the Masonic Lodge.

This year continued to add to the visits of officers of other lines to Walsall in connection with through invoicing and through booking, and in many cases gave me my first introduction. Mr. Allport came over in March as to the Hull traffic; this must have been about the time of his leaving the York, Newcastle, and Berwick (to be followed there by Mr. Newcombe), and joining the M. S. & L. Railway, a line whose initials were usually considered to

indicate "Money Sunk and Lost." Shortly afterwards Mr. Walklate and Mr. Needham were our visitors; I had not seen the latter since my first introduction in 1847; he was now about to become the full superintendent of the Midland Line, and I had many a warm interview and contentious meeting with him afterwards which however never interfered with our private friendship.

The North Staffordshire Company joined our system at Burton, and their goods service as well as their passenger traffic had to be cultivated, their General Manager was Mr. G. P. Bidder, a name of note as a calculator, but my correspondence was principally with Mr. Charles Cooper, the Passenger Superintendent, who afterwards became district superintendent of the London and North Western at Manchester. The Goods questions were dealt with by Mr. Myles Pennington, and canal traffic by Mr. S. B. Shaw, whom I had known in Norwich and with whom I now renewed my acquaintance. He left England shortly afterwards to take charge of some Norwegian lines and disappeared from English railway life, Myles Pennington became the Goods Manager of the Grand Trunk Railway of Canada, and died in Toronto in November, 1896, "a railway officer well known throughout the Dominion."

An endeavour to develop Fish Traffic in the towns of South Staffordshire led to a visit from Mr. George Locking of Hull (York and North Midland) and Mr. Charles Mason the Representative of the same Company at York; this was my first interview with the latter gentleman, who in his characteristic manner threw all his energy into the business in hand, and though I fear he was not as successful as he wished in this particular instance, yet so far as I was concerned the interview led to a friendship which was only terminated by his death.

The year 1851 was the famous date for the First Great Exhibition in London, at which Trevithick's Engine, "Cornwall," and Crompton's "Liverpool" were two of the most interesting Locomotive Exhibits. By our line was forwarded to the Exhibition the huge solid block of Coal, upwards of 10 tons in mass, from the Tipton Collieries, which proved an attractive object for Metropolitan Visitors; there was quite an outbreak of Excursions and cheap tickets to London, in which, pecuniarily, we were very slightly interested, but a great impetus was given to cheap railway travelling and to the plan of running Excursions, sometimes through agents and sometimes on our own account, to various points of attraction.

On 1st May in this year the Midland Company's trains from Derby, which had for many years had their Birmingham terminus at Lawley Street Station, were run into Curzon Street instead, and formed an additional difficulty in the working of that already crowded Station, the attaching and detaching Vehicles for or from the Gloucester Line being now done in the Station at Curzon Street, instead of at "the Lift," which was situated close to the

1851.
Great
Exhibition
in London.

1851, May 1.
Midland trains
from Derby,
commenced
to use
Curzon St.
Station.

Birmingham main line at the end of the Lawley Street Viaduct, and up and down which any through vehicles between the Bristol Line and the Derby Line were accustomed to be conveyed, a transfer track existing under the North Western arches; though this lift has been disused for the last 45 years, the sidings were always known to the shunters as "the lift sidings," but at last the newly widened lines approaching New Street Station have entirely obliterated their existence.

Another land mark of old railway quarrels still exists close to the Birmingham end of the same Viaduct, and we were summoned to a meeting in Birmingham with reference to its possible effect on our **Duddeston Viaduct.** running into Curzon Street; it is the "Duddeston Viaduct," never yet brought into use: if opened it would have connected the Oxford and Birmingham Line with the London and Birmingham Line at Curzon Street, but it would have seriously interfered with the Extension into New Street, a crossing on the level being unavoidable, I have heard Mr. Grierson, the General Manager of the G. W. R. state (but there was no one to dispute the *ex parte* statement) that that Company were compelled by the L. & N. W. authorities to make the Viaduct, and when constructed they objected to its being utilized as a junction: the Viaduct remains, one monument of the struggles which took place between those two large Companies for territorial extensions.

In the Autumn of the year I had my first meeting with Mr. H. P. Bruyeres then the Superintendent of the L. & N. W. Line from London to Birmingham, a military martinet and one thoroughly known as **H. P. Bruyeres.** somewhat unbending and unapproachable: he was the "Mr. B." mentioned in the oft-told story of the Midland Company proposing to carry Coal by railway, and asking the L. & N. W. to forward it beyond Rugby. "What! coal by railway?" said B——. "They will be asking us to carry dung next!" "Tell B——," said George Stephenson, "that when we carry him by railway we do carry dung!" The result, it is said, was a temporary compromise, and the coal, not more than 6 wagons at a time, was to be covered with tarpaulin and taken the shortest distance possible by rail, being transferred to the canal at Crick Station.

Of Mr. Bruyeres I have no reason to speak otherwise than as a fellow officer of a very methodical character, thoroughly attached to old systems, but not unwilling to adopt improvements so soon as he grasped the object. He was fond of talking over his army experiences, and had seen service in Canada where he was in charge of the boundary fort known as "Rouse's Point," near Montreal: the men, he told me, would persist in calling him "Mr. Brewery." His name remained in the army list as long as he lived, as he held the title and stipend of Governor of Sandgate Castle, near Deal. In the early days of the Railway Clearing House Meetings of Superintendents, Mr. Bruyeres' name appears as the sole representative of the L. & N. W. Company.

It seems curious when visiting Railway Stations to-day to find that the accommodation of Cloak Rooms for the reception of Passengers' Luggage was not originally a part of the provision for public convenience, the year of the Great Exhibition saw the system very generally adopted, and we, following of course our larger exemplars, made special public announcement of their establishment at Walsall and Lichfield Stations.

**Cloak Rooms
at Stations.**

Our stock of locomotive engines was but small and they were very heavily worked owing to the traffic on the line, but as we had no appliances for extensive repairs, arrangements were made for sending the engines to Crewe in case of such requirements. I am afraid these were far from welcome at Crewe, the engines were none of theirs; the type of engine not only dissimilar to any others under the superintendence of Mr. Trevithick, but themselves varying in style, the day of interchangeable parts had not yet arrived; the attention bestowed on these unwelcome visitors was at best but meagre, and it not unfrequently happened that almost immediately after the return of our engines, some further failure took place and complaints of inattention were rife.

**Supply of
Locomotive
Engines.**

The locomotive engine question entered on a new phase on 12th April, 1852, as on that date the London & North Western Company undertook the supply of power to the line, and worked it by their own engines. Mr. Parker (junior) from Vauxhall being the officer in charge.

1852. The principal event of local importance this year, so far as railways in this district were affected, was the opening, after much litigation, of the Stour Valley Line, a line which gave the inhabitants of Tipton, Oldbury, Spon Lane, Smethwick, and the busy district along the banks of the Birmingham Canal, a ready means of reaching both Birmingham and Wolverhampton. At Dudley Port the Stour Valley passed over the South Staffordshire Line—the former with a high level, the latter a low level station—and by the opening of these two lines, railway facilities were attainable by the bulk of the towns of South Staffordshire; at the commencement nothing more was attempted than a purely local service between Birmingham and Wolverhampton; the “fly boats” that had been advertised by the Canal Co. for passenger service ceased to be required, and two of the captains became station masters on the railway.

**The Stour
Valley Line.**

The right of running over this Stour Valley Line had been for some months very hotly contested by the representatives of the Shrewsbury and Birmingham Railway, and the dispute arose as a corollary to the long series of squabbles that at half-yearly meetings and at special general meetings had marked the struggles of the rival powers of the North Western and the Great Western to obtain possession of the territory appertaining to the Shrewsbury and Chester and Shrewsbury and Birming-

ham lines. No sooner had resolutions been adopted at one meeting of these two companies, by a majority in favor of the terms offered by the Great Western, than an agitation would arise to obtain better terms from the North Western, and the shareholders favoring the latter, would obtain from the authorities at Euston letters to be submitted to a subsequent meeting, these in their turn might be accepted, and then the opposing clique would agitate until the Paddington Directors would outbid the last offer, and so the conflict went on till the meetings at Shrewsbury and at Chester became notorious for uproar; the outcome of the scrimmage left the line between Wellington and Shrewsbury a joint property, but the Great Western influence prevailed to obtain sole control of the line from Chester to Shrewsbury, and of the direct line from Wellington to Wolverhampton. Foremost among those who had had the conflict in hand were Mr. W. R. Roebuck for the North Western, and Mr. Dudley Parsons for the opposition. The latter became the Manager of the Shrewsbury and Birmingham and the Shrewsbury and Chester lines, and a lively opposition soon sprung up between the rival companies so far as traffic between Wolverhampton, Wellington, and Shrewsbury was concerned, between the two latter towns both companies' trains conveyed passengers at 1d. for the whole journey ($10\frac{1}{4}$ miles) and between Shrewsbury and Wolverhampton the fare by Great Western was 9d. (29 miles); but the North Western Company adopted 6d. as their fare considering themselves handicapped not only by their circuitous route (44 miles) but also by the distance their station was from Wolverhampton; it was then on the Grand Junction Line at the place now called "Wednesfield Heath," $1\frac{1}{2}$ miles away: a very warm contest ensued. The Stour Valley not being open, nor any direct line of their own into Birmingham, the Great Western Co. could only show their train service as far as Wolverhampton indicating that passengers for Birmingham must complete their journey by the L. & N. W. line, finding their way to the North Western station which, as stated, was situated near Wednesfield Heath.

Under former acts of Parliament authority had been granted for the Shrewsbury and Birmingham Company's trains to use or to be allowed to travel over the Stour Valley Line when opened for traffic, but the London and North Western contended that this could not apply to the Great Western Company, and had been legalised under a very different state of circumstances to that which now existed. The Stour Valley was ready and public announcement was made of its intended opening on 1st December, 1851. The Shrewsbury Company gave notice of their intention to run through to Birmingham on the opening day; in view of this threat the L. & N. W. Co. suddenly postponed the opening, but the Directors of the Shrewsbury Company determined to force their way. On arrival of their train at Wolverhampton they found the line occupied by North Western engines, one appropriately named "Hotspur," and were refused a passage by Mr. Stewart; the engines of the two Companies met at the boundary line, buffer to buffer, neither

pushing nor pulling had any effect; the navvies of the Contractors were called into requisition, rails were taken up and engines thrown off the road to block the line; a large body of Police were on the scene, and the Mayor prepared to read the riot act.

The case was referred to arbitration and the lawyers had a good time of it till 1854, by which date the Great Western Company had completed their own independent route from Wolverhampton to Birmingham.

In the meantime the struggle for traffic between Shrewsbury and Wolverhampton still raged, and on 1st July, 1852, the L. & N. W. Co., decided to open the Stour Valley for local traffic, Mr. **Opening of Stour Valley.** W. R. Roebuck being the District Superintendent for the **1st July, 1852.** Passenger traffic of the Line. With Mr. Roebuck I was constantly, month after month, in close communication, any change in the times of the trains at Dudley Port affecting our time-table announcements, and it was at the meetings thus entailed, that I first met with Mr. William Sutton, his Chief Clerk, of whose cleverness in time-table adjustment I had much experience.

The Stour Valley was thus opened into New Street Station, Birmingham, at a side platform, as the main Station was not completed; for a time one through carriage was run from Wolverhampton for London, which was taken daily by special engine to be attached to the London train at Curzon Street. With all these changing arrangements we, as a friendly through booking company, had to be kept "*au courant*": Roebuck at Wolverhampton for Stour Valley, Norris for Bescot communication, and Robinson for Birmingham having to be consulted. The latter gentleman occupied a position somewhat anomalous, as he had no district in his charge; he and Mr. Brooks of Euston stood in the same category in this respect, their names appear in the L. & N. W. Rule Book of 1847 among those officers who are authorised to issue passes:—

Mr. Palmer, Assistant Manager, Liverpool.

Mr. Brooks, " " London.

Mr. Robinson, " " Birmingham

Mr. Jones, " " for the Chester and Crewe Branch.

Our lessee, Mr. McClean, was about this time discussing a friendly alliance between the two Companies which ultimately took shape as the "**Four Towns Agreement.**" by which the traffic between Birmingham & Wolverhampton on the one side and Walsall & Dudley on the other was dealt with as a common fund with certain agreed divisions between the two lines: its adoption naturally drew the South Stafford Railway very close to the L. & N. W., and guarded against the possibility of any

alliance being made with the Great Western Company, who had, by this time, attached to themselves the competitive line running from Snow Hill, Birmingham, to low level station Wolverhampton, the authorized termination of their broadgauge system. This was called the "Birmingham, Wolverhampton, and Dudley" Railway; it crossed over the South Stafford at Wednesbury: Mr. McClean (our lessee), with Mr. Frank Stileman, his partner, were the Engineers of this line which, to a certain extent, complicated matters; but the want of junctions and the difference of gauge then existing kept the Great Western aliens to us.

Monthly meetings were held at Euston in connection with the Four Towns Agreement; it was after one of these meetings, at which some prompt action in time-table changes had to be taken, that I first met Mr. McCorquodale; he

Mr. McCorquodale. was then in the full vigour of his energy, and the quiet rapidity with which he dealt with the task much impressed me. Subsequent interviews confirmed my favorable idea of his character and capabilities, it was a pleasure to meet him; and his genial personality, when acting as High Sheriff of Lancashire dressed in black velvet Court suit contrasting so pointedly with his silvery white hair, has left a lasting picture on my memory.

Another introduction which this year gave me was to Mr. Marcus, the Excursion Agent to the London and North Western Railway. He had at this

H. R. Marcus, Excursion Agent. time grown into notoriety mainly through his push and energy in connection with the Great Exhibition. His working ability was very great; much of his work was done single-handed at his own residence in Liverpool, and the percentage granted to him was so liberal as to make it well worth his while to draw all possible out-lying railways into the sphere of his organization; it was arranged to add our line to his Bills. He was very jealous of any interference with his concession, and the fact of another Excursion Agent (Houlston of Wellington) being allowed the agency for the Shropshire Union District was a source of extreme annoyance. Mr. Marcus was unfortunately deaf—a deafness conveniently increased when any question of serving on juries arose—and to this deafness is attributed the melancholy termination of his life, as he was struck down by an engine while walking along the sidings of the Victoria Colliery near Rainford, in which undertaking he was a shareholder.

The Station at Dudley, opened in 1850, was a temporary platform adjoining the goods shed. This was subsequently followed by another of a sadly

Dudley Station. inefficient type nearer the town; and adjacent, nearly side by side but without any direct connecting line, was the equally shabby shedding that did duty for the Dudley Station of the O. W. W. Numerous suggestions were made for constructing a joint station, but to no avail. Years passed by, and the same unsightly and disjointed buildings remained as the passenger station. At length a fire broke out in the premises, and the inhabitants of Dudley may thank it for the existing structure.

The temporary character of the original platform at Dudley was probably the cause of the approach lines of railway remaining at the top of the incline on such a plan as to require trains, in and out, to pass over a portion of single line. A collision between passenger trains took place late in October, 1854, with unfortunately a repetition in May, 1855, this latter causing injury to no less than 40 persons, and giving rise to a strong report by the Board of Trade Inspector. For some period, subsequent to this accident and until an alteration in the roads, a pilotman was employed to conduct the trains across the portion of single line into and out of Dudley.

The arrangements for through booking beyond Dudley to Stourbridge and Kidderminster were made with Mr. W. T. Adcock who, in concert with Mr. A. C. Sherriff (late of the York and North Midland Line), had the control of the O. W. W., both in its subsequent phase as the "West Midland" and its ultimate incorporation with the G. W. Railway. Mr. Adcock became Secretary to the Stourbridge Railway Company, and a sad and melancholy fall terminated his career in this country.

It is difficult for those who, in later years, have had the duty of conducting the outdoor working of railways with the modern equipment of telegraphs and telephones, to place themselves, in imagination, in the position of those who struggled early in railway history with the task unaided by these appliances. Telegraph communication only existed between towns: the intermediate village stations had no such conveniences, and in case of passenger trains not arriving at central stations within 20 minutes of their due time, an engine would have to be sent out in search, the driver of this pilot engine having to exercise his best discretion on arriving at the spot where, from a goods train blocking the line or a train engine having failed, he came upon the belated passenger train.

**Early
difficulties in
railway
working.**

In despatching goods or coal trains, so as to ensure any following passenger train a clear road, assumed time-table punctuality was the only guide; no tidings were obtainable of the running of trains. The sight of the steam by day and of the head light at night, or the whistle from the approaching engine, formed the only means of information for the station master or porter who had to be on the look-out at the platform, ready to turn on the signal to "cover the train," so soon as it was seen to be running into the station; in thick weather or in snow the approach of the train might be unperceived; in rain or rough weather the outlook man on the platform would probably be sheltering, and the trigger actuating the distant signal might either be neglected or worked too late to be serviceable.

The standard regulation as to signals was that the danger (red) stop signal must be exhibited at stations as a protection for 5 minutes after the

Standard Time Signals. passing of any train or engine, and then the caution (green) signal for 5 minutes more, after which the allright (white) signal would be displayed. This was the recognized time signal on the lines throughout the kingdom, against which in after years, the Railway Inspectors of the Board of Trade waged war, urging, with annually increasing force, the adoption of an interval of space as against an interval of time.

The home signals at stations were fitted with semaphore arms, and were generally placed half-way along the platforms at some point convenient to the Station Master's Office or the Booking Office, and in such a position as to show in both directions up and down the line, one lamp serving economically for the colored glasses on either side for signals at night. The time system regulated the lowering of such signals.

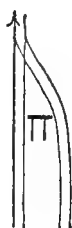
Home Signals at Stations. The junction signals were placed in advance of the divergent junction points, so that, while a train running towards the facing points, would meet with a signal which properly covered the points, any train approaching the junction in the trailing confluent direction would not have such an extent of protection, and consequently the Rule Book laid down the principle that, when approaching any junction the driver "shall not run at a greater speed than will admit of his being able to stop his train *before arriving at the points and crossings*, and he must so stop his train unless the proper signal be exhibited for him to proceed."

Position of Junction Signals. Mr. George Lee, who succeeded Mr. Walker as Resident Engineer on the South Stafford Line in dealing with one or two of the new junctions, attempted to introduce a novelty by placing the junction signal-posts, not in advance of the junction, but inside the V of the lines, clear of all rails, well covering the trailing junction but exposing the facing junction to over-running. His arguments, however, failed to obtain the consent of the Inspecting Officer of the Board of Trade, but the discussion urged forward the plan of dividing the junction signals so as actually to cover both the facing and the trailing junctions.

Old system.



Mr. Lee's proposal.



Modern plan.



The points of sidings and those of crossings and cross-over-roads were "loose," that is, they were free to be worked by any of the men. A crossing from up to down line had thus two point levers to be held when any operation took place, such as shunting from one line to the other. The want of thorough understanding between guard and driver, as to the movements required to be made in marshalling, often resulted in wagons or engines being thrown off the metals, a serious delay in replacing the vehicles afterwards, and consequent interference with the regularity of trains affected by the blockade. The practice of introducing "three throw" points bringing a couple of levers close together was also, through error in catching hold of the wrong lever, a not infrequent cause of mischief. These mishaps, repeated with variations from time to time, gave considerable practice to an outdoor superintendent.

There was no protection in the way of safety points at the outlet of sidings on to the main line. If the sidings fell downward from the level of the main line that was considered sufficient; but if the siding **Siding** was on a level, then a turn-on-skotch would be furnished: **Skotches.** and all detached vehicles left in the sidings ought to have been safely within the protection of this skotch which was always so placed as to afford a proper clearance for passing trains, and to guard against the possibility of vehicles being blown out onto the main line. Constant use from the flange of wheels resting against the skotch block gradually formed a groove, and a moderate force of wind was sufficient to press vehicles against and over the skotches, thus allowing the shunted vehicles to foul the main line. Again, negligent shunters or idle breaksmen have turned on the skotches between the wheels of vehicles, instead of leaving all clear within the siding; or when goods engines have had to draw out a long string of wagons and then set them back to the train, the double duty of holding the points and attending to the wagons has led to neglect in replacing the skotch, the siding being thus left free for other vehicles standing upon it, to creep down to the main line.

In case of a train travelling slowly and unable to proceed at its proper speed, the rule required that the guard should leave his van, place fog signals on the line, and then regain his train; **Guard's duty,** the probability of being left behind and failing to get to **slow** his proper destination had a very deterrent effect upon **travelling.** exposing himself to this contingency: the hope that the difficult incline would be surmounted, the presumption that no following train could be at hand united too frequently to bring about the omission of the duty of protection, and the catastrophe of a collision. The carrying in the guards' vans of a supply of red colored fusees or port-fires to be dropped on the line was among the requirements, on the special regulations for safety, issued to our servants; but the adoption of the port-

fires gradually fell into disuse, and a fog signal hastily left fastened on the rail became more generally adopted.

Despite of all regulations, the instances of "rear end" collisions (to use the American phrase) were sadly numerous. Perhaps the engine "**Rear End**" was overloaded and began slipping on the incline, or it became **Collisions.** disabled and the guard with it was too tardy in his movements; there was a sharp curve, or a deep cutting; the steam of a train, passing in the opposite direction, obscured the driver's view; or it was raining heavily; it was a dark, murky night; it was snowing, the great white flakes obscuring all possible view ahead; it was thick and foggy, the men could not tell where they were, or it was blowing fiercely and the men were sheltering behind the engine fire-box as they best could. All too late, the van in front would be sighted, a "smash up" ensued, and a rough night's work again fell to the lot of the inspectors in dealing with the debris and the disaster.

Frequent, however, as these "rear end" collisions might be between stations, they were out-numbered by those occurring in the vicinity of **Distant** stations and within the limit of the distant signals: these **Signals.** arose not always from want of promptitude on the part of the signalmen in turning on the signal to cover the stopping train, but more frequently from a want of attention on the part of the driver through his failing to take sufficiently early action towards pulling up his train, or in approaching the stations at too great speed; the importance of the distant signal being promptly observed and obeyed could not be overrated. It was and is the key to safety in station limits, and yet the adoption of distant signals, at least on the London and North Western Line, was of very slow growth.

In some of the Rule Books of other Companies, I find these signals called "Auxiliary or Distance Signals," the London and South Western being a case in point; but no mention is made of distant signals in the L. & N. W. Rule Book of 1847, or in its revision in 1849; the only notice in it runs thus—

"AUXILIARY SIGNALS"

"At many of the principal stations, Auxiliary Signals, worked by a wire, are placed 500 yards in advance of the station signal post. These Auxiliary Signals are intended to warn the enginemen and guards in thick weather (when the main signal cannot be well seen at the usual distance) of the RED being turned on at the station, and for this purpose a GREEN signal is shown at the Auxiliary Post. Except when the RED signal is shown at the station no signal whatever is shown by the Auxiliary. The enginemen are not to depend solely on the Auxiliary Signals, but they may always depend on the RED signal being on at the station whenever the GREEN is seen at the Auxiliary."

It was not until November, 1856, that the L. & N. W. Company laid down the principle that "Auxiliary or distant signals are always to show the same as the main signals," that is, when the main signal is at "danger" the distant signal is to be at "danger," and when the main signal is at "all right" the distant signal is to be at "all right."

The instruction to drivers, as to the observation of these distant signals, was worded as follows:—

"When a train is stopping at a station, or when there is any obstruction thereat, the main and auxiliary signals must be at 'danger,' and any coming engine or train *must be brought to a stand* at the auxiliary signal, when the engineman will open his whistle, and afterwards proceed with caution towards the station."

Whatever the wording of the Rule may have been, the practice of observing it was sadly wanting, for my diary shows a very considerable number of mishaps entailing subsequent official enquiries, now at Vauxhall with Mr. Cowie, Mr. Norris' assistant, now at Bescot with Mr. Norris, and Mr. Trevithick, now on the Midland Line at Barton and Walton with their officials. Twice within very short intervals these collisions caused enquiries before Lieut. Tyler, then recently appointed one of the Railway Inspectors of the Board of Trade.

CHAPTER III. 1853—1856

Closer Connection with L. & N. W.—Opening of O. W. W., South of Dudley—New Street Opening—Telegraph Train Signalling—Grand Junction Local Service—Disappearing Stations—Penny per Mile Fares—Complications with Midland Company—Cannock Chase Collieries—South Stafford Water Works—Mr. Trevithick—Supply of Engines from Crewe—4 Towns Agreement—Accidents enquired into by Lieut. Tyler—Mr. Binger, Chester and Holyhead Railway—Killarney Tourist Tickets—Family Names of Railway Officers—Mr. Payne's Resignation—Mr. J. N. Brown appointed General Manager—Visit to Monastery of Mount St. Bernard—Superintendency of Eastern Counties Railway—J. V. Gooch's Arbitration.

**Opening
of O. W. W.
Southwards.** THE middle of 1853 saw the opening of the southern portion of the Oxford Worcester and Wolverhampton Line, and added some further inducements to a friendly alliance between the L. & N. W. and that system. The disused curve on the main line south of Bletchley is a relic of the scheme for allied working to Euston from this district. The negotiations between the two lines appeared to be in the hands of the Secretary at Euston (Mr. C. E. Stewart) rather than in those of the General Manager, for in September of this year I was specially summoned to meet Mr. Adcock and Mr. Stewart with reference to the arrangements for the through traffic—a compliment to me at the time, though possibly wanting in official etiquette but showing how close the relationships between the L. & N. W. and S. S. R. Companies were. I strongly advocated keeping Kidderminster and Stourbridge traffic for the South by a good service via Birmingham; but other views prevailed, and an attempt was maintained to preserve the traffic into Euston via Bletchley and Handborough Junction, the fastest train between London and Bletchley being run in the endeavour to hold it.

The prospective opening throughout of New Street Station for both North and South traffic was at hand, and meetings called to settle the train service varied in their place of appointment. One of the longest sittings took place at Warrington, and at this I made my first acquaintance with Mr. George Coulter, at that time and up to the date of his resignation Mr. Bruyeres' trusted and trusty Chief Clerk. Ever cheery and ever snuffy, his time-table figures were models of neatness, and his train alterations on paper were as exact as possible, though at that time the idea of diagrams for train corrections was unknown. Mr. Coulter was generally accompanied by his right hand man, "Watts"; a right hand man especially, as he had lost his left arm in the service when quite a youth. Having taken the opportunity for a ride on the engine which acted as a pilot with the trains out of Euston, on one occasion this pilot failed to come to a stand clear of the buffer stop, and, striking it with much violence, Watts' arm was crushed and subsequently amputated.

It was Watts, who told the late Duke of Buckingham, then Marquis of Chandos, one of the Directors of the Company, that he would not do for a porter on the line! The incident has frequently been reported, and it has the merit of being perfectly true; I had it from Watts' own lips. He was in charge of Mr. Bruyeres' office when an unaristocratic-looking personage entered and enquired if he could see Mr. Bruyeres. No; he was out. I wanted to see him. No doubt; but he is out. I particularly wanted to see him. Yes, many people do; but I know what you want—a job on the line. I may at once tell you, you won't do—you're altogether too short. Oh! perhaps you will give Mr. Bruyeres this card, and say I should have liked to have seen him. Watts looked at the card—"The Marquis of Chandos." Tableau! Poor Watts! He told me "he shook in his shoes," and wondered how soon his dismissal would be announced. For the other portion of the tale I have no such good authority; it may be true, viz., that on the same day a Board Meeting took place at which the vacant position of Chairman was offered to the Marquis and accepted by him, His Lordship taking the opportunity of saying that he highly appreciated the compliment of being elected Chairman, though he had just been told, on what he supposed good authority, that he was not fit for a porter!

During 1850, '51, and '52, we were very free from serious accidents. It was not until 1853 that we came somewhat pointedly under the purview of the Board of Trade Railway Inspector Sir Henry Tyler, then Lieut. Tyler, who principally dealt with our district.

I give these cases somewhat in detail as illustrative of the working of railways fifty years ago. The first enquiry had reference to a collision at Dudley Port, July 29, 1853. A passenger train for Dudley, waiting at Low Level Station twenty minutes for connecting train off the Stour Valley, was run into by a goods train from Greatbridge. The distant signal was stated by the driver not to have been exhibiting the "danger" signal. A porter had been temporarily doing duty in place of the signalman; the levers of the distant signals were at the extreme ends of the platforms; passengers may have interfered with them, for as there was no footbridge they had to pass close to the levers. The company are let off somewhat lightly by the inspector in this case; they promise to put up a footbridge, and to bring the whole of the levers together.

In less than 2 months (September 19, 1853) another accident takes place at Wednesbury, the circumstances being reversed, for here a passenger train ran into the tail of a goods train; the distant signal was properly exhibited, but was only 370 yards away from

the home signal. Our case was that the driver had failed to stop at the red signal, and had thus broken the Rule affecting distant signals: Lieut. Tyler attacked the management with much vigour; the distant signal ought to have been 500 yards away instead of 370; the goods train was unpunctual—1 hour and a quarter late; the electric telegraph should have been adopted to give some information as to the state of the line, there being 56 trains—36 passenger and 20 goods—between Wednesbury and Greatbridge in the 24 hours; the time-table wanted rearranging; the S. S. Co. had no Rule Book of their own; the staff were using Midland Rule Books, while the drivers had L. & N. W. R. The accommodation at Wednesbury was insufficient; the driver made no attempt to stop at the red signal, and such laxity in observing this Regulation was very general.

Mr. Payne, our General Manager, contented himself with a reply to the effect that, as our men had to work over the Midland Line, the Rule Book of that company was required by us, and that while the Board of Trade objected to the two Rule Books, their suggestion called for three to be supplied. He decided to issue an order that *no* signals are to be exhibited at distant signal posts unless it is intended that drivers shall stop, and if the red signal is shewn, drivers must stop at it, and if line is clear draw ahead.

Captain Huish made a very lengthy communication to the Board of Trade on the subject which resulted in Lieut. Tyler returning to the charge and certainly getting the better of the Captain as he shewed, however correct the latter might be as to the Rule, the practice in the northern part of the line entirely differed from it.

1854. The opening throughout of New Street Station for Birmingham traffic, North and South, took place on 1st of July, and all the magnates of the L. & N. W. were present. Among other officers there I met, for the first time, Mr. S. M. Martin, of the Electric Telegraph Company, and learnt from him the detail of the telegraph signalling adopted at Birmingham for controlling the traffic through the tunnels, at both ends of the station, from the Grand Junction Signal Box to the south end, and from Shepcote Lane Box near Monument Lane to the north end; this was the whole of the Telegraph Signalling System at that time, so far as the Birmingham District was concerned.

I was glad to obtain his services and those of his colleague, Mr. Warwick of Derby, in organizing the telegraph signalling between Dudley and Dudley Port, both for the Lower Station and the Upper Junction with the Stour Valley; in this case we could not adopt the "Train in—Train out" signalling, but we adopted the enquiry "May train start," with signalled reply "Train may start"; following this "Train on line," and subsequently "Train arrived." These signals were between Dudley,

Dudley Port, and Sedgeley Junction, protecting the working over a gradient of 1 in 60, in reference to which we were not without some warnings in trains breaking away and running back even as far as Wednesbury ($3\frac{1}{2}$ miles).

The opening of New Street Station had the effect of removing much of the accommodation afforded to the stations between Bushbury and Aston on the old Grand Junction route; and accordingly, in the joint interest under the "Four Towns" Agreement, Mr. McClean strongly urged Captain Huish to open or allow us to open some additional local stations on that section. The result was to establish trial stations at Lawley Street, Bloomsbury and Nechells, Aston, Great Barr, Portobello, **Local Service on Grand Junction.** Wednesfield Heath, Bushbury; with a train service accommodating those places in addition to Perry Barr, Newton Road, Bescot Junction, James Bridge, and Willenhall: at Bushbury the engines had to reverse and take the train into Wolverhampton Upper Level Station.

Time has made some changes in these stations: Lawley Street and Nechells are both closed, and Vauxhall has taken their place; Aston has become the junction for the Sutton Coldfield Line and the branch to Stechford; Old Bescot has been re-opened under the name of Wood Green; Portobello has been closed, and a direct line runs thence into Wolverhampton, obliterating Wednesfield Heath as a passenger station, and avoiding the shunting about at Bushbury.

An interesting chapter might be written *apropos* of "Stations that have disappeared" or have been resuscitated.

For instance, in the early tables of the Grand Junction Line, a station named Bridgeford existed a little north of Stafford. This was closed for many years, but near the site, Great Bridgeford **Stations that have disappeared.** now appears. Basford near Crewe has been closed, and a station has been opened at Betley instead. A mile and quarter north of Crewe a station existed called "Coppenhall," no trace exists; Winwick Station, north of Warrington, has in like manner disappeared. The name of Kendrick's Cross does not appear in the tables; the present Rainhill takes its place. Wavertree Lane, near Olive Mount Cutting, is now non-existent, so far as the Liverpool and Manchester Line is concerned, nor is "Lamb's Cottage," near Chat Moss, now traceable in the tables. In the same way Denbigh Hall, the some time temporary terminus of the London and Birmingham Railway near Bletchley on the old Watling Street, has past away. "Docker's Lane," between Birmingham and Coventry, has gone; Allesley Gate reappears as Tile Hill; Brisco, a station 3 miles south of Carlisle, and Lime Kiln Lane, $1\frac{1}{4}$ mile from Birkenhead, have disappeared,

The South Staffordshire Line had not been long taken in hand by

the lessee ere a difficulty arose as to our claim to remission of duty on the Parliamentary or Penny Per Mile Traffic, the Officers of the Inland Revenue Department declining to allow the duty unless it could be shown that the trains had called at all stations, the passing by of one station was held to be fatal to obtaining remission. So all the trains on the South Stafford Line had to be made stopping trains to obtain refund of duty, and the service deserved the distinction given it by William White, recounting in one of his annual volumes, his journeyings on this "Slow-go-motive" Railway! This led the lessee to restrict the issue of Penny Per Mile tickets to one or two trains, and to adopt an intermediate 3rd Class Fare for the others: through-booking beyond the limits of the line was applicable only to 1st and 2nd Class, the issue of Parliamentary tickets being mainly restricted to the local requirements; and difficulty arose as to the 3rd Class being in any way applied to neighbouring lines in through-booking; Derby, Birmingham, Wolverhampton, and Kidderminster became the limits of the arrangement.

Our parcel traffic was conveyed at rates founded on those in force for the North Western main line with some local charges to suit the heavy traffic of the district manufactures. The adoption of
Parcel Rates. these in through-booking to neighbouring lines was a source of much correspondence in arranging "divisions" and in the case of Dudley and Wednesbury traffic to the N. W. system, a personal interview with Captain Huish was necessary, the first I had with this magnate at Euston single handed, no permanent arrangement for terminals or division under Clearing House Rules having as yet been recognized.

At all coaching establishments the plan was adopted of charging a booking fee of 2d. for each parcel; this amount the coaching proprietors retained as their own, in large towns a very profitable source of revenue
Booking Fees on Parcels. to such establishments, and one which the late firm of Chaplin and Horne exploited to their considerable advantage.

While very friendly relations had sprung up in traffic matters between the L. & N. W. and the S. S. Lessees, the Midland Co. did not work so cordially, and the advent of Mr. Allport as Manager—his predecessor, Mr. Sanders, having accepted the post of Secretary—may have had something to do with the change of feeling, at any rate the effect was to curb any extension of our running on the Midland. In the first place the goods traffic was required not to be taken by our engines into Burton; sidings had to be constructed at Wichnor, the end of the S. S. R., for the exchange of traffic. Not only was the goods department thus treated, but
Wichnor Junction near Euston-on-Trent. we had notice also that the haulage of the passenger trains by our engines beyond Wichnor Junction must cease, a small local booking-office and platform had to be constructed, as well as an engine shed and locomotive depot, and in,

April, 1855, "Wichnor Junction" appears in the time-tables, and through carriages to and from Burton were attached to and detached from the Midland Company's trains at the junction, our train service being entirely subservient to the times adopted by them. As a compensation we had hoped that our carriages would have been taken through to Derby instead of requiring the passengers to change at Burton, but Mr. Allport proved inexorable, and my pressing interview on the opening day was in vain.

The effect on the traffic and on the train running was serious: our trains had to wait the arrival of the Midland in both directions, then came the work of separating and shunting the vehicles; unpunctuality in the local service entailed a long allowance of margin of time at Wichnor and again at Lichfield on the up journey, by which means though we kept the busiest part of the traffic fairly punctual, yet in the matter of through traffic the reproach of a "Slow-go-motive" line was accentuated.

Wichnor Junction is situated close to the point at which the River Trent, having left the so called "Trent Valley" Railway near Rugeley, is joined by the Tame and flows on towards the Humber; the two wooden viaducts carrying the two lines of railway over the respective streams formed a remarkable feature in the flat landscape; they have both since given place to the more prosaic but permanent blue brick viaducts. Wichnor had the distinction, along with Dunmow, of a manorial custom of granting to happy wedded couples, with twelve month's completed record of conjugal happiness since the wedding day, a flitch of bacon, and the public house called the Flitch of Bacon in the village is the standing reminder of the custom; eggs and bacon were readily obtainable at the "Flitch" on our visits, but the "Paul Pry" at Alrewas was a more accessible and cosy hostelry.

Mr. McClean's Undertakings. Mr. McClean was a man of restless enterprize: not only was he engineer of the broad gauge line between Wolverhampton and Birmingham, but he was also the active originator and engineer of the South Staffordshire Water Works Company. Neither Walsall nor Wednesbury had any municipal water supply, surface wells formed the entire means of obtaining water: the Company originated by Mr. McClean found its source of supply in the red sandstone formation near Lichfield, and utilized the picturesque pools near the Cathedral as a portion of the reservoirs; the pipes for supplying the mining district of South Staffordshire were laid along the railway with pumping engines at suitable sites, a lofty stand-pipe at the summit of Brownhills and reservoirs near Walsall Wednesbury and Dudley. For years the share-holders were congratulated on the philanthropic work they were engaged in, as a consolatory compensation for the want of a dividend; but at length prosperity dawned on the concern, and under the chairmanship of Mr. Frank

James, who has been interested in the Company since its commencement, its shares and dividends rank high in the market.

Another of his enterprizes proved more rapidly successful, and still continues in prosperity; this was the acquisition, by arrangement with the Marquis of Anglesey, of a large concession of the well-known **Cannock Chase Coal Fields.** Cannock Chase for mining purposes. Coal had been profitably worked at the mines of "Norton-under-Cannock," but it remained for Mr. McClean to prove, at his own expense and fortunately to his own benefit, the existence of the coal under the Chase itself; his success was the herald of the large undertakings at Hednesford and the west side of Cannock Chase. The coal traffic thus brought on to the railway was a principal factor in its success, and after the line had been transferred to the North Western Railway, the quondam manager, Mr. J. N. Brown, became the manager of these collieries, and Mr. Hackett, the District Goods Manager of the Midland Railway, gave up his position to become Colliery Agent in Leamington.

Mr. Richard Croft Chawner, the Deputy-Chairman of the South Staffordshire Railway, was jointly interested with Mr. McClean in these collieries; he was one of the leading liberal politicians of the city of Lichfield, and through his influence Mr. McClean entered the parliamentary contest as a candidate for East Staffordshire which he successfully fought. As an illustration of the strong personal attractiveness of the latter gentleman, I may add that he induced Mr. Wainwright of Dudley, his solicitor for affairs in the colliery, to act as his electioneering agent, and brought him (long the standard bearer of conservatism in Dudley) to become the champion of liberalism in the division.

Long prior to these events, the heathery banks and undulating slopes of Cannock Chase had been an attractive sight for travellers by the railway. Their deserted solitude had, however, proved attractive to some of the Company's servants for a different purpose. Mysterious robberies of goods were constantly taking place, and all the police talent failed to detect the thieves until they, as usual, fell out among themselves, and then the mystery disappeared. The guard, fireman, and driver of the night goods train systematically stopped opposite to the wildest part of the chase, rifled the most promising truck, and hid the spoils in a regular smuggler's cave that they had constructed: the absence of any system of signalling from section to section removed any means of recording undue delays that might have taken place while this "little game" was being played; a lengthened term of imprisonment was the sequel to this performance.

The year 1854 unfortunately closed with a very serious collision in the cutting close to Walsall station: one goods train waiting to enter the **Walsall** station was run into very sharply by another following goods **December, 1854.** train; the resulting wreckage blocked the opposite rails, on

which a third goods train, passing at the moment, plunged with destructive effect, into the "debris," the life of the driver being sacrificed.

Once more Lieut. Tyler was the Inspector for the Board of Trade and a very heavy indictment for mismanagement followed. The S. S. Company were blamed for want of staff, the signals at one place having been given by a platelayer's wife, at another by a girl 13 years of age; unfortunately by whomsoever given they were not observed or obeyed by the drivers, and the collision ensued. The L. & N. W. Co. came in for the larger portion of the blame, as it appeared that one of the drivers had never been over the line previously, and the other loco. men implicated in the affair had been on duty 19, 21, and 26 hours at a stretch.

It is easy of course to find fault, but in these cases it must be admitted there was plenty of ground for unfavorable comment.

It was not probable that the drivers, told off to work a line only slightly allied to the L. & N. W. Company, would be those of the highest calibre, but the very frequent instances we experienced of careless mishaps forced the conclusion that the men, relegated to our service, were not up to the normal standard of capability, and in one instance it was arranged that I should attend at the Locomotive Committee in Liverpool and bring the facts before the Directors. Mr. Hardman Earle, after whom "Earlestown" takes its name, was chairman, and I had the satisfaction of being told I had made my case very clear, and the driver would be fined in the highest authorised amount. The lessees' accumulated complaints and claims were agreed to be submitted to the arbitration of Mr. Joseph Locke, and both Mr. Trevithick and Mr. Norris made special visits to the line to see what counter charges could be established.

The stir thus made had the effect of obtaining an improvement in the superintendence of the locomotive department. The class of foreman

Mr. Frank Holt,
Loco. Supt.

in charge had not been such as to keep under control the rough staff of the engine shed; now a Mr. Frank Holt was sent to take charge of the whole department, and he worked a remarkable change. He was a distant connexion of Mr. Ramsbottom, the Locomotive Superintendent of the Longsight District of the L. & N. W. Co., but he came to Walsall as Mr. Trevithick's representative. During the short period he was in South Staffordshire he showed himself a strict disciplinarian, and the men felt that they had a master. He left to take up a position on one of the Indian railways in Bombay, and in after years became one of the chief officers in the locomotive works of the Midland Railway at Derby. His admiration for Mr. Ramsbottom was remarkable, and his prediction that that gentleman would ultimately become the sole Locomotive Engineer on the L. & N. W., superseding both Mr. Trevithick and Mr. McConnell came perfectly true.

With respect to the enquiries that took place before the Government

Inspectors I must bear my testimony to the unvarying courtesy and fairness of Lieut. Tyler. He was always outspoken in his investigations, and without reserve indicated at the time his view of the case and the recommendations he should make; indeed, in later years he would dictate the wording of his report to the short-hand clerk before leaving the ground; at the close of his investigation it would be known to be complete, and that there were no points in reserve to be unexpectedly raised by his communication to the Board of Trade, a distinction to which some of the other Inspectors were by no means entitled.

Some railway managers considered it derogatory to listen to suggestions from the inspecting officers, forgetting that, while they or their superintendent knew the working of the line far better than was possible for any inspector casually coming down to enquire into mishaps, yet the latter drew his knowledge from a broader field than that of a single railway, and had experience of other modes of working elsewhere, covering a wider range than that afforded by isolated cases under review. On the other hand, it must be recollected that these Inspectors themselves were daily learning their lesson: new incidents and new developments afforded constant cause for enlarging or modifying their views; the advent of interlocking points and signals, of facing point-locks and detector point-locks was as yet far off.

The monthly meetings for the Four Towns Agreement were generally carried out under the personal chairmanship of Captain Huish, but occasionally he was represented by a Mr. Goalen, an officer of the company who proved himself utterly unworthy of the trust reposed in him: Mr. Reay and Mr. Whittle were instrumental in detecting his mal-administration.

The Clerks at Euston, in the General Manager's Office, responsible for keeping minutes of these meetings, were Mr. Batchelor who afterwards became Manager of the Great Indian Peninsula Railway; Mr. Swinyard who removed to Canada, as General Manager of the Great Western Line, and Mr. Viner, who has only in 1902 resigned the trusted position he held for so many years at headquarters at Euston.

At one of these meetings the opening of the Great Western Line between Birmingham, Wednesbury, and Wolverhampton as a new source of competition, came under review and in conformity with instructions there received I had to make the acquaintance of Mr. Kelley, the Great Western Company's Superintendent at Shrewsbury, and draw up with him a scheme of fares to be charged at stations contiguous to or competitive with those of the rival Company, calculated on a principle of zone distances from Wolverhampton and Birmingham respectively: these were agreed with Mr. Reay, then the Head of Audit Department at Euston, afterwards Secretary, and finally approved by Mr. Saunders and Captain Huish, the respective General Managers of the two large Companies. It

Competitive
Fares
agreed
with
Great
Western
Company.

will be seen that wiser councils had, by this time, prevailed, and the foolish idea of opposing each other by bringing down fares to a ridiculous minimum had been abandoned.

It was at this time I became acquainted with some other of the Great Western Railway Officers—Mr Grierson and Mr. Grant, the former being the Goods Manager of the district, and the latter acting as accountant at Wolverhampton, having his offices at the Low Level Station there. There were at this time specially appointed Joint Station Masters both at the High Level and the Low Level Stations : at the former a Mr. Hirst was the L. & N. W. Co.'s nominee ; at the latter a Mr. Humphreys, of the G. W. R., was in charge. In later years he became a District Superintendent of the G. W. R. at Bradford-on-Avon under Mr. Graham of Bristol.

On one of my visits to Crewe I came across Mr. Binger, of the Chester and Holyhead Railway, for the first time ; with him were Mr. Cusack P. Roney, and Mr. Ilbery, both connected with Railways in Ireland. They had been organizing, as the commencement of "Tourist Tickets," a ticket embodying an English journey to and from Holyhead and an excursion from Dublin to the Lakes of Killarney. They explained their completed scheme to me, and asked for the inclusion of Walsall and Dudley among the stations of issue, and it was with much pleasure that the arrangement was adopted.

**J. O. Binger,
Chester and
Holyhead
Line.**

At the same time I was instructed in the complications in through-booking to Dublin. There were rival services, the Government having authorised the City of Dublin Company to supply the Mail Steamers from Holyhead while the Chester and Holyhead Company had, in spite of opposition, obtained parliamentary authority themselves to work steamboats ; both the Railway Company and the City of Dublin using Kingstown as their Irish destination.

Mr. Binger was anxious that the Booking Clerks should be posted up in the difference of the two interests. The mail service at night being taken by the City of Dublin Company, the day service falling to the Chester and Holyhead Company whose Steamers were named the Anglia, Cambria, Scotia, and Hibernia.

Mr. Binger was not a little proud of the performances of the "Scotia" on this cross channel service ; for on one noted occasion, when the Lord Lieutenant had been an official passenger by the Mail Packet Banshee, then running in rivalry to the Railway Steamer ; the Banshee started slightly in front of the Company's Boat, but the Scotia steamed into Kingstown 5 minutes ahead, completing the voyage in 3 hours 40 minutes.

Friendly relations thus sprung up between us, for J. O. B., "cheerful and happy Job" as he was called, was a lifelong friend for years afterwards : his initials and those of his line originated this cognomen, J. O. Binger, Chester and Holyhead—J. O. B., C. & H.

Among other names of railway men, whom I came across in business in 1854, I may mention Mr. Broughton who acted as Goods Manager of the O. W. W. for some short period—Mr. “Jack” Broughton—who became Manager of the Wrexham, Mold, and Connah’s Quay Line, and must not be confused with his abler brother, Mr. Fred Broughton of the Lancashire and Yorkshire Company, subsequently connected with the Ulster—the Mid-Wales and Brecon—and ultimately with the Canadian Lines, nor must either of them be confused with Mr. F. P. Broughton who was for many years Goods Manager of the L. & N. W. at Birmingham, succeeding Captain Eborall.

It is curious to notice how frequently the same family name is to be found in railway circles as that of the occupants of different positions entailing the probable chance of misunderstanding: thus, in 1848, Mr. C. A. Saunders was the manager of the Great Western at the same time that Mr. Joseph Sandars was of the Midland with Mr. J. F. Saunders, Secretary of the Eastern Union, while at the same time Mr. W. S. Saunders was the Secretary of the Waterford and Limerick; Mr. G. Stephenson was Manager on the Redcar Lines, while R. Stephenson’s name appears on various others; Peter Clarke was Manager of the Brighton, while F. Clarke was Superintendent of Great Western at Bristol, and Seymour Clarke, Goods Superintendent of same Company in London; W. Johnstone on the Glasgow and South Western, with C. Johnstone on the Caledonian; T. C. Harrison on Y. & N. M.; M. Harrison on Kendal and Windermere; another was Mineral Manager on the Midland Line, and Mr. G. Harrison was Manager of the Monmouthshire Railway. Masons are in plenty; indeed, at one time there were so many Masons in prominent positions on the L. & N. W. alone that the Directors arranged with one to take his maternal name of Wallis instead of Mason, and with another to adopt Myson as the spelling of his name. The Shaws of the Lancashire and Yorkshire and of the L. & N. W. to-day occasionally clash, and B. Shaw and J. Shaw have to be specially named to avoid complication. The Wilkinsons on the Great Western Line have had to make a change of the same kind as the Masons, to avoid confusion between Mr. Wilkinson, late Sir J. L., the General Manager, and Mr. J. Wilkinson, the Goods Manager (now M. Maiden). In my own case I have had O’Neills and MacNeills to contend with, but my son E. A. Neele, when on the Chester and Holyhead District, had a namesake E. A. Neale of the Waterford and Limerick Railway.

The O W. W. Line appeared to be constantly producing fresh officers on their staff: Mr. Crutchley became their Superintendent at Worcester, in after days he removed to the Highland Line as Station-
Staff on Master at Inverness; Mr. Hibberd became the Goods
O. W. W. Manager, he subsequently joined the South Western in a similar capacity; Mr. Frank Grundy was attached to headquarters at Worcester, he subse-

quently had the Mid-Wales under his charge, and then removed to Canada, and at the present day is Manager of the Quebec Central at Sherbrooke.

The North Staffordshire Co. appointed a New Superintendent in the person of Mr. C. Lockhart, who occasionally gave me a call at Walsall.

North Stafford Staff. There was not much in common between the North and the South Stafford; there was no physical junction; the Midland separated us at Burton, but there was one link between us in the person of Mr. Henry Wright of Saltley Carriage Works, for, while he had agreed to supply us with carriage stock, vans, and wagons, he was at the same time the contractor for the supply of locomotive power to the North Stafford Company. Indeed, during some of our difficulties in the Locomotive Department, we had occasion to fall back both on the North Stafford and the O. W. W. to work off accumulations of traffic to avoid blockades.

In September, 1855, an arrangement was made for Mr. Payne to resign the post of General Manager, and Mr. J. N. Brown reigned in his stead, becoming both Goods Manager and General Manager of the Line. Among the first duties undertaken under the new regime was the compilation of a Rule Book for the servants of the Line, Mr. Lee, the Resident Engineer, with

Mr. J. N. Brown becomes General Manager.

Mr. Holt, for the Locomotive Department, aiding Mr. Brown and myself in arranging the work. We used the North Western Book as our model, including in our pages numerous paragraphs from circulars which from time to time had been issued by our late General Manager as to precautions in fogs, the use of fuzee signals, the necessity for promptitude in protecting trains, etc. The charge of the signals was handed over to the Engineering Department, a point which the lessee, Mr. McClean, considered of much importance, but a practice adopted on but few English lines, those for the most part which had Engineers as General or Traffic Managers. Since that time the duties of the signalmen and the platelayer or surfaceman have become markedly distinct, and the introduction of raised signalboxes with the appliances of interlocking, electric telegraphing, code signalling, train despatching, staff and tablet regulation, has evolved a class of man of bright intelligence for this department far in advance of the old-fashioned, stolid, permanent way man.

Shortly after Mr. Payne's resignation of office, he invited me, with Mr. Richard Jesson, a director, both of the South Staffordshire Railway and of the South Staffordshire Water Works Co., to spend a day with him at a favourite retreat of his—the Monastery of Mount St. Bernard in Charnwood Forest. Mr. Payne was a Roman Catholic, and not infrequently, during his manager ship of the Railway, he had "gone into retreat" at this establishment. While there he endeavoured to forget the world: no letters were to be sent

A Day at Mount St. Bernard's Monastery.

to him, and the temptation of "spirits"—a formidable enemy of his—was perfectly guarded against so long as he remained in residence. He very kindly obtained an invitation for us to this interesting place, and the day spent in the Monastery, so different from other days of ordinary life, has made a deep impression on my memory.

The Monastery of Mount St. Bernard is situated on the borders of Charnwood Forest, we arrived there by way of Coalville, and drove to the door of the Monastery. It was a new sensation to be received by the Guest Master in his white monkish costume, and to be invited to enter the convent premises. While all the other Members of the Confraternity have "silence" enforced on them, the Guest Master has a dispensation in this respect. He received Mr. Jesson and myself most cordially, and shortly afterwards Mr. Payne made his appearance and joined the party. We had been quite prepared to have shared in similar meals to those of the monks, but through Mr. Payne's instrumentality there was provided for our refecton a boiled leg of mutton, frightfully underdone, *horresco referens!* and I was glad to supplement my allowance with some of the "soup maigre" that formed the monks' rations.

The Guest Master explained to us the extent of the Monastery grounds, the whole farm being entirely cultivated by hand labour. There were two separate bodies of monks—one called the Choir Brethren, the others the Lay Brethren: the latter wore dark robes, the former wore white vestments; the rule of "silence" applied to all alike, but the Lay Brethren were mainly occupied in the day in field labour, tending the flocks, and other portions of out-door agricultural life, while the Choir Brethren were free from these engagements, but had the (to me) more monotonous task of marching into the church choir seven times a day and going through the appointed services there, one after another, again and again repeated day after day—at prime, at tierce, at sext, at nones, at vespers, concluding with complines,—only to be roused again at midnight once more to take their part in the Latin service. At these very early matins I do not now remember whether the Lay Brethren had to go through all this ordeal, I fancy they were excused some portion of it:—"laborare est orare" fell to the Choir Brethren's task.

The guest chambers were separate from the inner quadrangle of the establishment. We were asked by the Guest Master to refrain from putting questions and as far as possible from speaking while inside the building, to which of course we were quite prepared to accede. So leaving these outer buildings we came to the doors of the interior quadrangle, on them was posted up "no woman is allowed to pass through these doors," and when we entered we were faced with a large lettered notice "Silence! O Eternity!" "Silence!" Eternity!" met us at every corner, and at intervals the same oppressive words were painted up along the

cloistered walk. In the centre of the quadrangle were the grassy graves of various members of the Confraternity who had entered into the silent land, and had exchanged their opportunities of time for Eternity itself; each had been laid there, without any coffin, simply wrapped in the monastic garb. It had been customary to keep an open grave in this central spot in readiness for the next brother who might in turn fall a victim to the touch of death, but without this additional reminder of mortality, the words "Silence" and "Eternity" kept intrusively coming into notice. It was a relief to follow our guest master out into the open fields to see the extent to which the monks had brought the heathery common land under cultivation, and to walk through pastures where the sheep were so tame that they moved not away in the slightest degree at our approach; they allowed themselves to be handled like domestic animals. Here and there we saw the Lay Brethren; they took no notice of us as we passed them on the pathway, they kept their eyes on the ground lost apparently in contemplation, and so indeed did those few Choir Brethren we came across in the cloisters and passages.

Our guide shewed us over the refectory and over the dormitories, thence down to the chapel, where we occupied a small upper pew, from which coign of vantage we ourselves unseen could see the monks—Choir Brethren—file into their service. Here their voices were audible, and the Psalms were intoned in the heavy and unmodulated style known as "gregorian"—a style from which, I venture to suggest, the noisy, uncouth singing occasionally heard emanating from village public-houses must have been evolved. Seven times a day this service goes on! "Yes," said the abbot, to whom we were shortly afterwards introduced, "'seven times a day will I praise Thee,' said the Psalmist; and we humbly follow his steps."

The abbot (who I was told was named Burder, and who, I believe, was the son of a noted Dissenting Minister, Dr. Burder of Hackney) received us very kindly, and all the stipulations as to silence were waived by his authority, the guest master withdrew and left us with the abbot, Mr. Payne knelt down and kissed the ring on the abbot's finger. The abbot wore a garment much like the other monks, he was girt with a long chain of beads and a cross pendant from the chain, he was very affable and seemed pleased to answer any enquiries. "We occupy our time praying for those who pray not for themselves, we have scriptural authority for our actions: At midnight will I rise and praise Thee, said David; so do we."

He told us that he had given orders to dispense with the Trappist rule of the open grave, as there had been unpleasantness connected with their burial customs in this respect, and to avoid all occasion for adversaries to complain he had decided to abandon the practice.

We thanked the abbot for his courteous reception of us, and took

our leave, first of him and then of the guest master, and placing our contributions in the monastery alms box left St. Bernard's with many striking memories, none more permanent than the chilling check to the buoyancy of life produced by the startling notice at the entrance of the quadrangle, "Silence" "Silence: O Eternity."

An announcement, early in the year 1856, that a Superintendent was required by my old line of railway, the Eastern Counties, led to my being one of the applicants for the post, and one of the seven selected from such applicants, the names of the others,—we all met in the ante-room of the board room of the Terminus Bishopsgate,—were Christison of the N. E. Railway; Cook, since of the Furness Co.; Swaine, subsequently of the Ulster Railway; Goslett, of the Midland; Finigan, of L. C. & D.; and Aslett, I believe of Great Northern. In the result none of us were chosen. Mr. Robertson of the E. P. & D. Line was shortly after announced as the successor to Mr. A. G. Church (whose acceptance of the post of manager of London General Omnibus Co. had made the vacancy), and he remained Superintendent of the Line till his death in 1889, when Mr. Nettleship succeeded him for a very brief spell of office.

Some annoyance was naturally felt by those who had obtained testimonials from their employers, had troubled their friends in the matter and had been selected from among the applicants, that not one of the number received the appointment, the Directors having presumably had some other man in reserve. Such a course is fraught with a deep sense of injustice, as unsettlement in the quondam relations of employer and employed is possible to arise. No such result followed the incident, so far as I was concerned; the most cordial testimonials had been given me, and an assurance that my attempt at obtaining another engagement had, in no way, lessened my friendly relationship with Mr. McClean.

**Locomotive
Supply
from
Wolverton
instead of
Crewe.**

During the course of the arbitration before Mr. Locke (previously referred to), it became apparent that Mr. Trevithick was very indifferent as to the case, and it was determined by the L. & N. W. Co., that the supply of power should thenceforward be under the supervision of Wolverton, of which Mr. McConnell was chief, and that Crewe should no longer be looked to for locomotives.

Mr. McConnell paid two or three visits of inspection prior to the change taking place. There was, undoubtedly, some keen difference in "*esprit de corps*" between the Wolverton men and the Crewe men, and there was some hesitancy as to how far the latter working on the

South Stafford would quietly accept the transfer. When the day came, a long series of engines with steam up, 16 in number, arrived at Walsall from Wolverton, and, as each of those engaged in the daily work came to the Station, the Crewe men were instructed to drop their fire and cross over to the respective engine from Wolverton appointed to continue the day's work. The order was given to each man in Mr. Holt's firm style; so that, whatever rumours might have existed as to mutiny, the change was effected with complete success, and from that time the grass-hopper style of engines, with their distinctive name plates, Sylph, Stork, Saracen, etc., disappeared, the heavier McConnell type took their place and certainly worked more efficiently over the gradients of the South Stafford than those they had superseded.

The locomotive accounts became a complicated business. A Mr. Stafford (uncle, I believe, of Mr. Stafford, late General Manager of the Lancashire and Yorkshire Railway) paid us frequent visits from Wolverton, two of my clerks, J. B. Reynolds and William Wilcox, checking mileage run, and time occupied "shunting." The latter question proved a "knotty point"; and, desiring to avoid further complications, Mr. McClean decided to submit the question to arbitration, Mr. John Viret Gooch, as arbitrator disposed of this matter in one short sitting at Malvern.

CHAPTER IV. 1856—1861.

Railway Clearing House—Superintendents' Conference—Old Minutes—History of Organisation—Normanton Meetings—My first attendance, Derby, 1856—Claims Arbitration, English and Irish practice compared—Art Treasures Exhibition, Manchester—Parcel Rates—Opening Walsall & Cannock Line—Cannock Mineral Line—Telegraphic Error—"Central District" arranged by L. & N. W. Co. at Birmingham—Appointment of Mr. Grew—Absorption of S. S. R. by L. & N. W. Railway Co.—My appointment *vice* Mr. Grew.

I HAVE before mentioned the Goods Conferences of the Railway Clearing House, I was now to commence my attendances at the meetings of the Passenger Superintendents. These periodical meetings had been in existence since November, 1850, and were generally held at Normanton. They appear to have been attended by the Representatives of the Lines forming the through route from London via Rugby to York and Newcastle. The following record of the first two or three meetings, leading up to the systematic organisation of the present quarterly meetings of the body of Passenger Superintendents of the kingdom, will show how the Clearing House Superintendents' Conference arose.

14th November, 1850.

MINUTES OF A MEETING OF SUPERINTENDENTS HELD AT NORMANTON.

Present.

1st Meeting of Superintendents, Nov. 14, 1850.	Mr. Bruyeres, -	-	-	London and North Western.
	„ Sanders, }	-	-	Midland Railway.
	„ Swain, }	-	-	
	„ Mason, }	-	-	York and North Midland.
	„ Locking, }	-	-	
	„ Aslett, -	-	-	Great Northern.
	„ Broughton, -	-	-	East Lancashire.
	„ Gretton, -	-	-	Manchester, Sheffield, and Lincoln.
	„ Richardson, -	-	-	Eastern Counties.

As to time of future Meetings.

Resolved that in future the monthly meetings for the consideration of the time-tables of trains for the ensuing month take place on the Thursday nearest the 20th of each month; notice convening each meeting to be given as heretofore by the Secretary of the Midland Company.

As to place of Meeting.

Resolved that the next meeting be held at Normanton on Thursday, 19th December next, and that a notice be given on the Circular convening the meeting that a proposition will be made and considered as to the place or

places where future meetings will be held with a view to securing the attendance of the representatives of the several companies interested.

As to the Time-Tables for the ensuing Month.

Resolved that the time-tables of trains for the ensuing month, agreed to at such meetings, be considered fixed unless notice of any alteration be received by the parties interested by the following Monday's post.

19th December, 1850.

MINUTES OF MEETING OF SUPERINTENDENTS HELD AT NORMANTON.

Present.

R.C.H. to send Representatives, Commencing 15th Jan., 1851.	Mr. Bruyeres, -	London and North Western	
	„ S. Clarke,	}	- Great Northern.
	„ J Denniston,		
	„ Aslett,		
	„ Mason,	}	- York and North Midland.
	„ Locking,		
	„ Pearson, -	-	- North British.
	„ Sanders, -	-	- Midland
	„ Eborall, -	-	- East Lancashire,
	„ Underdown, -	-	„
	„ Warde, -	-	- Manchester, Sheffield, and Lincolnshire.
	„ Christison, -	-	- York, Newcastle, and Berwick.
	„ Mills, -	-	- Midland.
	„ Swain, -	-	- „

Mr. Denniston proposed that in future the Clearing House should send a person down to attend all the above named meetings and take a record of all the proceedings, which was agreed to; Mr. Bruyeres undertook to see Mr. Morison.

Read:

Minutes of last Meeting.

First Resolution as to time of meeting agreed to, except that in future the Clearing House to summon the meeting instead of the Midland Company, and to furnish passes.

Accordingly, on 16th January, 1851, the first meeting, officially, of the Railway Superintendents took place—Mr. H. P. Bruyeres in the chair, and Mr. Z. Macaulay acting as Secretary for Mr. Kenneth Morison.

Among the train announcements for this meeting was one from the Great Northern of a train to carry *Parliamentary* Passengers from Leeds at 7.40 a.m., reaching London at 5.30 p.m.

Mr. Mills for the Midland proposing to run a Parliamentary train from Leeds at 6.45, due in London at 6.30. The down Parliamentary, leaving London at 7. a.m., would be due in Leeds at 9.15 p.m.

At same meeting was submitted an announcement as to Excursion Trains on the L. & N. W. under the authority of the Directors, appointing Mr. H. R. Marcus their sole agent. The advertisement adopts 18/6 as the Third-Class Fare from Manchester to London and back, offering a choice of 4, 6, 7, 9, 11, 12, 14, 16, or 20 days in town.

At a meeting 20th December, 1851, Mr. Hargreaves of the M. S. & L. drew attention to a case in which a passenger was convicted of "smoking" in a railway carriage, and persisted in doing so after being warned to desist. He was fined the full penalty of £2 and costs for smoking, and £5 and costs for obstructing the guard and in default to be committed to the House of Correction for Two Calendar Months.

A Minute of this sort throws a curious side-light on the advance which the smokers now have made against the non-smokers on railway journeys. I well remember how the stealthy puffs and whiffs had to be made by railway men on their journeys, travelling in terrible dread of discovery.

**Smoking
in
Carriages.**

These meetings subsequently widened in their scope, and not only were train alterations submitted, but numerous other questions of traffic were dealt with—the weight of luggage for through passengers, the rates for private carriages, regulations for drovers' passes, conditions for conveyance of fish, the labelling of luggage, the discussion and settlement of claims for lost or damaged luggage and parcels, the establishment of Lost Luggage Depots for each railway, the appointment of searchers for missing articles: these matters and many similar came up from time to time, sometimes settled, sometimes referred to the higher court of the General Managers.

Occasionally the place of meeting was varied; frequently London was selected, but sometimes Hull or York or Edinburgh; at the latter place, in August, 1851, Mr. Cockshott's name appears and so does Mr. Archibald Scott's, both as representing the **Place of Superintendents' Meetings.** Edinburgh, Perth, and Dundee: the former does not seem to have attended again for many years, not until he reappears as representing the Great Northern, in April, 1865; while Mr. Archibald Scott's name, in 1852, is found attached to some reports as Traffic Manager of the L. & S. W. Co. At this Edinburgh (1851) meeting, Mr. J. B. Thomson is present on behalf of the Edinburgh and Glasgow, Mr. G. Stephenson for the Stockton and Darlington, Mr. Worthington for the Lancaster and Carlisle, and Mr. Beech for the Shropshire Union; acting as secretary with great regularity Mr. Z. Macaulay's name is recorded, occasionally in his stead appears Mr. Noble, in 1852; Mr. J. G. Elwin, in 1853, and Mr. Griffin subsequently, till the advent of Mr. P. W. Dawson's name in 1864. Mr. Noble became General Manager of the Midland Railway of England. Mr. Elwin was brother to Mr. J. W. Elwin already mentioned, who, after acting for some years as Auditor on the Great Southern and Western Railway, was appointed Secretary of the Irish Clearing House in 1858.

A perusal of these old Minutes revives many a personal recollection either of first interviews, or of changes that have since taken place; changes, including many cases of splendid success, but not unaccompanied by

First mention of Numerous Railway Superintendents. instances of lamentable failure. The first notice in these Superintendents' pages of Mr. Ramsden, Furness Railway, is in December, 1851, and next month Mr. Addison appears as representing the Caledonian Company.

Mr. Ramsden served all his railway life with the Furness Company, at this early date the line had no railway extension towards the South; Fleetwood is shewn as its connecting port.

Mr. Addison became Manager of the Maryport and Carlisle Line and long remained as one of the stalwart corps of Railway Engineer Managers.

Mr. Henry Tennant's name first appears as representing the Leeds Northern in July, 1852, his further career as Manager of the North Eastern Line and subsequent retirement to a seat on the Board is well known.

Mr. Seymour Clarke appears in the earliest pages in 1850, but shortly afterwards, November, '51, Mr. Walter Leith becomes the Acting Superintendent of the Great Northern.

The Lancaster and Carlisle was represented at the first meetings by Mr. S. P. Worthington, its constructive engineer, under Messrs. Locke and Errington; in February, 1853, his name disappears and a well-known railway man, John Fitzsimons, takes its place. "Honest John" was, at all meetings, a welcome addition, and his offer, on any occasion of difficulty, to "stop the gap" became proverbial at "English and Scotch" meetings.

The East Lancashire were very frequently represented by Mr. Lythgoe, but in 1854 the names of Mr. C. W. Eborall and Mr. James Shaw both appear as officers of that Company. Mr. Cornelius Eborall was the son of Lieut. Eborall (whom I have mentioned as for many years the Birmingham Goods Manager), and rose to the position of General Manager of the South Eastern Railway. Mr. James Shaw was one of the most regular and sterling members of the Conference, and after the Lancashire and Yorkshire Company had terminated their long-continued warfare with the East Lancashire by amalgamation, he continued one of the representatives of the united companies, whose opinion was listened to with respect and whose moderating influence in warm discussions was invaluable.

Mr. Charles Mason's name appears at the commencement of the Superintendents Minutes, and he was ever one of the leading spirits at these conferences in all the positions he occupied. At first he jointly, with Mr. Locking, represented the York and North Midland, then, in concert with Mr. Christison, the larger sphere of the North Eastern was under his control; his bright capabilities brought him under the notice of some of the Manchester men who were at that time dealing extensively in railway developments, and he became the Manager of the Birkenhead Railway. His career there was but short, for the Chairman of that line, Mr. Bancroft, becoming one of the North Western Board, urged the

advisability of securing Mr. Mason as Assistant Manager on the L. & N. W. Line, and the year 1861 saw him occupying this position which he held till his death in September, 1869.

The first notice of Mr. Adcock's attendances for the O. W. W. is in September, 1852; of Mr. McLaren (North British) in March, 1853; and of Mr. G. Findlay (Shrewsbury and Hereford) in July, 1854.

Edinburgh seems to have been a favourite place for Autumn gatherings, and names are represented there who seldom, or at very rare intervals, reappear; Mr. Colin Croll, of the Scottish Central; Mr. **Meetings in Scotland.** Sherriff for the York and North Midland; Mr. Church, successor to Mr. Richardson, of the Eastern Counties; Mr. Robert Small, of the Dundee and Perth; and Mr. Esplin, of the Aberdeen and Scottish Midland.

It is curious to observe how matters of railway routine now "taken for granted" were carefully discussed at these meetings.

Mr. Cooper, N. S. R., proposes in July, '52, and Mr. C. Mason seconds that instead of the Railway Companies' cypher, usually placed on the back of passenger tickets, clear instructions as to route be printed for information of passengers and guidance of ticket collectors, the initial letters of the issuing Company to be placed on the upper part of the face of the ticket. This was adopted by the conference in July, 1852, and in November of the same year they agreed to adopt the following wording in addition:—"This ticket is issued, subject to the conditions stated on the Company's time-table."

In May, 1855, at the request of Mr. Morison, it was agreed to abandon the weekly returns which had heretofore been in operation for Passenger and Parcel Traffic, and to substitute monthly settlements, a most desirable saving of clerical labour.

These meetings continued with fair regularity for some years; but while the subjects widen out, the original intention of recording train alterations fell into desuetude, complaints and recrimination arose with reference to train alterations being made without proper notice, so much so, that the arena of dispute became changed from the Superintendents Conference to the table of the General Managers. Indeed, at the time when I first became a member, the London and North Western had, for many months, ceased to send any representatives to the meetings, and the Great Western and the Companies South of the Thames do not appear to have put in any appearance.

The first meeting I attended was at Derby on 22nd May, 1856; it was only a small gathering. There were present:—

Mr. Hargreaves, M. S. & L., in the Chair.	
Mr. Wilson, N. E. R.	Mr. Smith, Stockton & Darlington.
Mr. Blackmore, L. & Y.	Mr. Neele, South Staffordshire.
Mr. Mills, Midland.	Mr. Lockhart, North Staffordshire.

Subsequently I became a regular member, and though always conscious that the interest I represented was only that of a small mileage, I was supported in my modesty by the fact that an equally regular attendant, Mr. M. Harrison of the Kendal and Windermere, had a line of still smaller extent.

Irrespective of the importance of the questions on the agenda the advantage of such gatherings was considerable: they afforded opportunities for friendly conference with officers having like difficulties with one's own; they enabled uniformity of action to be adopted after discussion, while avoiding much needless correspondence, outstanding matters could be advanced or disposed of, besides which, owing to the meetings being summoned at widely varying towns throughout the kingdom, such as Chester, Carlisle, Worcester, Scarborough, Manchester, much information as to rival railway routes and as to the position of the terminal and exchange stations in the towns was obtainable in journeying to and fro; individually I owe a large extent of the knowledge of the country that I possess to these opportunities.

The arbitration between companies in the matter of claims for lost or damaged articles, parcels, luggage, etc., formed one of the staple commodities on the agenda, growing to such an extent that a Special Claims Arbitration Committee was appointed to deal with them. The first members selected were (20th October, 1854):—

Addison.	Fitzsimons.	Locking.
Blackmore.	Hargreaves.	Mills.
Bruyeres.	Leith.	Shaw.

It was in a claim of this character that I had my first experience of the Committee.

A dog had been booked from some point in Lancashire to Birmingham by the L. & N. W. Co.; it was their traffic throughout, but their guard omitted to put the dog out at Stafford and brought it to Lichfield, handing it over there to the South Stafford for transmission; it arrived too late for the last train to Birmingham, and was locked up in the S. S. R. Goods Shed at Lichfield for the night; in the morning it escaped and never reached its destination. The North Western paid the claim, and then, as we declined to entertain it, they brought the question before the Superintendents' Claims Arbitration Committee, for decision. The case was taken up by no less a person than Captain Huish himself on behalf of the North Western, and in spite of my contention that we were "bailees without reward," and were totally uninterested in the receipts; the Claims Arbitration Committee when the contending parties were called back into the room, announced the decision "South Staffordshire Company to pay." I fancy I smarted a bit at the announcement which the cool

smile of the victorious Captain would not make more pleasant; "*impar congressus Achilli*." I very much questioned the equity of the decision, but it formed a precedent which ruled for many years; for my own part, since I have been a member of the Claims Committee, I have endeavoured in all such cases to adopt a plan of apportionment between Companies interested in fair relation to the "*laches*" on each side.

At the English Clearing House, after the evidence in writing and *viva voce* has been dealt with, it is the custom to ask the parties interested to withdraw while the Committee among themselves discuss and agree their decision, and this is at once announced when the combatants have resumed their places at the table. In Ireland, however, when I first had a case of the kind in hand, I naturally expected a similar course to be followed, but I was surprised to find that the "next case" was called on, instead of the decision being given; and I learnt to my amusement that the decision was never given till the next meeting; the fact being that there had been such an outbreak of feeling and wrathful excitement between the litigants on the occasion of the announcement that business came to a stand-still, and conference work impossible. The repetitions of such scenes had forced on the Irish Clearing House Authorities the desirability of withholding the announcements of the judgment till comparative coolness set in.

Art
Treasures
Exhibition
at
Manchester
April, 1857.

—
Mr. Cawkwell.

1857. The Art Treasures Exhibition in Manchester in April, to which the Railway Superintendents were accorded a private view, brought me into contact with some railway men of whom I had often heard but had not previously much opportunity of knowing, and first among these I must place Mr. Cawkwell, then the Goods Manager of the Lancashire and Yorkshire Company: he was always a man of few words, and at the time I was ignorant of the extensive knowledge he possessed of painting and art culture. The gathering of pictures was a notable one, and the motto taken from Keats, "A thing of beauty is a joy for ever," which spanned the arch of the great gallery, was a befitting entablature for the whole Exhibition.

Another of the railway men who seemed to know everyone and to be known by all was "Jimmy Kirkman," the Manager of the Manchester, South Junction, and Altrincham Line, adjacent to whose station at Old Trafford the Exhibition was held. Mr. J. T. Fisher of the Lancashire and Yorkshire Goods Department was also present, but the closing history of both these men is far from being a pleasant recollection.

The L. & Y. were on all these occasions fully represented by their officers. They had as a Local Superintendent a Mr. George Hall at Mr. H. Blackmore, Manchester; in addition they announced Captain Binstead L. & Y. Co. at Wakefield as one of their District Superintendents, and

Mr. Henry Blackmore (who had commenced railway life as a police foreman at Normanton) as another; he became the Chief Superintendent of their system, and a regular attendant at the Clearing House and Excursion Meetings, the very apostle of cheap trips for workpeople and Sunday School children, an excellent organiser, and a thoroughly blunt, straightforward fellow. His was the speech to the railway men at which the principle was first enunciated that railway men needed to know thoroughly only two books: the first was the Bible, the second the Company's Rule Book; and to him was attributed the practice on the L. & Y. Co. of supplying red-coloured neckties to all the porters, so that in case of any emergency a red signal was instantly obtainable.

Late in the year 1857, among the names of new representatives as Superintendents at the R. C. H. Conference, appear two of those who, throughout life, became very closely connected with me in business relations—Mr. E. M. Needham of the Midland
Mr. Needham
and
Mr. H. Ward. (superseding Mr. C. Mills,) and Mr. Henry Ward acting for the Caledonian Line.

Mr. Needham and I were together elected as Members of the Claims Committee in December, 1857, and I took the chair for the first time at a meeting in London in February, 1858, Mr. S. W. Brooks being the L. & N. W. representative; Mr. Winder that of the Lancaster and Carlisle, and among the others, Mr. John Mason represented the Birkenhead, Lancashire, and Cheshire.

Among the matters then debated was the practice which a few Companies had introduced of issuing paper tickets instead of card tickets, and the Conference adopted a strong minute calling on the Companies in question to
Paper
Tickets
objected
to.

“discontinue at once so irregular and dangerous a practice as the issue of paper tickets having the same series of Consecutive Nos. for a variety of fares.”

We live and learn, as subsequent minutes on this subject show!

The same year brought about the recommendation by the Passenger Superintendents of a general scale of Parcel Rates to be applicable for through traffic between Companies. Heretofore the arrangement of such rates for through booking had been a matter of special agreement, and small variations had grown up on all sides, many of the Companies, having their own local peculiarities to study, declined at first to agree to it; and after being adopted by the General Managers on 7th May, '57, the dissentients were sufficiently numerous to induce them to rescind the adoption—11th February, '58. The advantage of having such a scale was strongly urged by Mr. Fitzsimons
Parcel Rates.
—
General
Scale
adopted
after Two
Years'
Discussion.

of Lancaster, and after further debate the following was finally adopted, 17th November, 1859, as the Standard Clearing House Parcel Scale.

RATES FOR PARCELS FOR THROUGH TRAFFIC.

	Not exceeding 3lbs. each s. d.	Above 3lbs. and not exceeding 14lbs. each s. d.	Above 14lbs. for each additional lb.
All distances above 300 miles,	I 6	2 6	2d.
" " 250 to 300 "	I 6	2 3	1¾d.
" " 200 to 250 "	I 6	2 0	1½d.
" " 150 to 200 "	I 3	I 9	1¼d.
" " 100 to 150 "	I 0	I 6	1d.
" " 50 to 100 "	0 8	I 0	¾d.
" " 30 to 50 "	0 6	0 9	½d.
" " I to 30 "	0 6	0 6	¼d.

NOTE.—Parcels of 1lb. or less to be charged half the rate for 3lbs. but not less than 6d. each.

During the time the above scale was under discussion, it had been agreed (December 1857), that the terminal allowance in division on such traffic should be one penny each parcel to the Forwarding Company, and twopence to the Delivery Company, instead of twopence to the Delivery Company only.

1858. In February, the Branch Line of Railway from Walsall to Bloxwich and Cannock was opened, and the London and North Western with their Birmingham Canal Directors were evidently closely watching the extension; Mr. Philip Williams and Mr. Richard Moon had a special engine to take them along the line; Mr. Reay, then Head of Audit Department at Euston, and Mr. Brooks, Chief of the Parcels Department, came down to Walsall and went through the system of working; the suspicion gained credence that the S. S. R. would not much longer continue as an independent line, but would be absorbed by the L. & N. W.

February, 1858.
Opening
of
Cannock
Branch.

A line of railway, the "Cannock Mineral," was in course of construction from Cannock to a junction with the Trent Valley at Rugeley; in the meantime an omnibus service from Cannock to Rugeley was organised, but was not of long continuance as the works on the extension line were in a very forward state, and its opening was expected in about eighteen months' time.

Cannock
Mineral
Line.

The arrangements for this line brought me once more into close contact with the L. & N. W. officials at Euston, Mr. Bruyeres, Mr. Stewart, Mr. McConnell, and the New Manager, Mr. Cawkwell, all having their say in the matter, the secretary to the line being Mr. Francis Harley, Mr. Stewart's assistant. Not only were the L. & N. W. interested in this opening, but it affected the North Stafford Company also, their train service terminating at Colwich.

The proposed Cannock and Rugeley Time Bill was submitted to the

L. & N. W. Traffic Committee, at Liverpool and the line, which we had to work, was arranged to open on 7th November, '59. It was a very quiet opening, the only officer of the L. & N. W. in attendance being Dudley Parsons accompanied by Mr. Thomas of the Birmingham Canal. By these connections the L. & N. W. and South Stafford Time-Tables became even more closely allied than before, and month by month, the L. & N. W. train changes affecting Rugeley had to be duly incorporated in the S. S. R. Tables.

During all these years Mr. McClean's arbitration against L. & N. W. had been moving on by occasional sittings, interrupted by long intervals, at one time by his serious illness, at another by his being selected as one of the engineers to report upon the practicability of the Suez Canal, respecting which he took an unfavourable and as it proved an erroneous view; at all these sittings before the arbitrator, our papers had to be in readiness and our memories refreshed by re-perusal of our evidence. On one occasion, returning to Bacon's Hotel late at night, Mr. Brown and I were startled and saddened by receiving a telegram—"Return immediately, accident at Perry Barr, nine passengers killed." There was no midnight train in those days, and there was nothing to be done but to travel by the 6.15 a.m. newspaper train; the night was a sad one for us, and we could get no further intelligence till arriving at Rugby, when we learned that there had been an accident at Perry Barr, but that only one fatal case was included, a man who had leapt from the train in alarm. Subsequent enquiry shewed that a telegraphic error easily arose in the signals: NI as compared with the letter O and that $\frac{NI}{O}$ NE was the mistaken signal that had caused us much unnecessary distress. We were accustomed invariably to use Bacon's Hotel, the charges at the Euston Hotels of that day were considered to be excessive: railway men generally adopted either Bacon's or the "Old Hummums" in Covent Garden as their rendezvous; Mr Sheriff was told that his porters remarked, on the governor's "going it" in London, He's off again to the old 'ooman's, I heard him say so!

Experimental trips by various railway companies testing the merits of special brakes were made in the fall of this year (1858). One which I
Brake attended was made near Evesham by the O. W. W. Co.; the
Experiments. brake then tested was Newall's Brake, very effective for short trains, it was worked by the Guards exclusively but was harsh in its application.

The old Rule Books laid down the instruction that, in order to attract the attention of the driver, the guard was "to apply the brake in his van sharply and release it suddenly, which operation repeated would be sufficient to obtain attention." Unfortunately, nothing of the kind was certain with any long trains, but undoubtedly, the application of Newall's Brake to three or four vehicles would unmistakeably affect the driver and

his speed. The form of brake did not become popular, though the Lancashire and Yorkshire adopted it to a considerable extent with their short branch trains.

1860. I had my first interview this year with Mr. Thomas Cook of Leicester, then engaged in the development of his annual excursions from the South Wales District through Birmingham to the North Eastern watering places and Edinburgh—a pioneer movement in seaside and holiday excursions—those for which Marcus had catered being mainly excursions having London as their objective and being confined to the L. & N. W. system and its close allies.

One local railway change which the year 1860 brought with it was in respect of the superintendence of the London and North Western Line in the Birmingham District. The L. & N. W. Directors decided on establishing a “central district,” and this district included the Trent Valley, between Stafford and Rugby, as well as the line from Rugby via Coventry to Birmingham and the two lines from Birmingham to Wolverhampton thence to Stafford.

**1860.
Central
District
of
L. & N. W.
Established.**

Mr. Norris had resigned the position of Superintendent at Liverpool, and had been succeeded by Mr. R. S. Mansel who subsequently became General Manager of the North London Railway. Mr. Bruyeres had to give up the Trent Valley and the Birmingham District, and Mr. Samuel Grew, who had for upwards of 20 years been Station Master at Rugby, was appointed the first Superintendent of the New Central District. Mr. Dudley Parsons gave up the Stour Valley and Mr. William Sutton, his Chief Clerk, was transferred to Mr. Grew's staff as Outdoor Clerk. Mr. Grew was known to railway men as being the patentee of the “Samson,” an appliance for dealing with vehicles which had been “bumped on” in marshalling and too tightly coupled, the action of the portable “Samson” bringing the vehicles still more closely together and thus enabling the ordinary screw coupling to be released; most of the large stations of the day were furnished with this appliance which, however, either through better schemed couplings or more careful shunting, has quite fallen into disuse.

Mr. Grew, in addition to his station duties at Rugby, had entered on the business of supplying railway wagons for private owners, then a very profitable investment, anticipating the formation of the numerous Wagon Building Companies which the Midland Counties subsequently developed.

With Mr. Grew I had much to do, especially with the colliery openings at Hednesford, a portion of the line in which both the Directors of the L. & N. W. and those of the Birmingham Canal continued to take large interest. Several of them were still on the South Staffordshire Board, to which Mr. T. J. Buckton was appointed Secretary, and revived importance was given to their meetings, as it was constantly rumoured that the

L. & N. W. Railway Company were negotiating for a transfer of the lease and an absorption of the line.

Mr. Grew's reign over the Central District was, perhaps fortunately for me, not of long continuance. The plan of elevating station masters to become district superintendents is one that but rarely answers. A superintendent has to take wider views and a more extended range than those which the surroundings of a station master have made his daily education. Anyhow, the tidings soon leaked out that a change was impending, and I found the advantage of having friends: Mr. Charles Mason and Mr. Reay interested themselves for me at headquarters at Euston; Mr. Marcus did the same with the Liverpool authorities; Mr Jesson took the opportunity of introducing my name to Mr. Moon on his attending the Board of the S. S. R. Company on which he was one of the L. & N. W. R. representatives. "I'll endorse him," was the laconic but friendly form of recommendation which he adopted.

I had one or two interviews with Mr Cawkwell and Mr. Moon, and it was finally arranged that I should succeed Mr. Grew as Superintendent of the Central District. One element of doubt remained affecting the

S. S. R. existence as a separate undertaking of the S. S. R., but in
absorbed February, by a considerable majority the offer of the
by

L. & N. W. R. L. & N. W. was accepted, and at the end of the month by a general meeting of the proprietors the transfer was confirmed, and so an end was put to Mr. McClean's lease, to the 4 Towns Agreement, and to the award for damages by Mr. Locke. I believe the settlement was a satisfactory one for Mr. McClean—certainly I never heard him complain!

He had acquired and most ably developed a large coalfield on Cannock Chase to which, among his other undertakings, he was now able to give increased attention, and he appointed Mr. J. N. Brown, who had been the General Manager of the Railway, the chief of the entire colliery and its affairs, a position which he held until his death in 1895.

CHAPTER V. 1861.

Attendance at first Officers' Conference—List of North Western Officers—Opening Coalport Branch—Leek Wootton Bridge—Warwick Review—Journeys to London—Concentration of Points in Signal Boxes—Traffic Committee—Entry of L. & N. W. into Burton—Removal from Birmingham to London—Inspector McCann—Opening Nuneaton to Hinckley—Tourist Programme—Euston Station—The Southern District—Wolverton—Old Rule Books and Regulations—Bedford's Old Records at Wolverton—Local time as compared with Greenwich time—Cowper's Fog Signals—Train Protection—Specials for the Press—Corn Law Debates—Time System Regulations for Special Trains—Telegraphic Advice gradually introduced—Auxiliary Signals—Varying Orders—Police Signalling—Two mile Telegraph System—Edwin Clarke's Report to Captain Huish—No Distant Signals at intermediate Signal Boxes—Breakdown to be Signalled by Disconnecting Loop Wires—Tail Lamps on all last Vehicles—Regulations for refuge Sidings—Third Lines—Form of Distant Signals.

ON 18th March, 1861, I attended my first "Officers Conference" as an officer of the L. & N. W. Railway Co. On this occasion it was held in Birmingham; they were monthly gatherings, but as far as locality was concerned they were "movable feasts." The following are the names of those who attended this meeting: out of the twenty men at the Conference table only two or three remain until this present, but none of them are in office on the line.

**First
attendance
at
L. & N.W.
Officers'
Conference,
18th March, 1861.**

The chair was generally taken by the General Manager, but on this occasion he appears to have been absent and his place was filled by the Assistant General Manager who also acted as Chief Goods Manager in the change that was gradually arising at Euston.

OFFICERS MEETING, BIRMINGHAM, *Monday, 18th March, 1861.*

Mr. C. Mason in the chair.

Mr. H. Bradshaw.	Mr. Fitzsimons.	Mr. T. C. Mills.
„ F. P. Broughton.	„ S. Grew.	„ Neele.
„ H. P. Bruyeres.	„ E. Huntley.	„ D. Parsons.
„ Chauncey.	„ T. Kay.	„ J. Rigg.
„ Comber	„ McConnell.	„ W. Robinson.
„ C. Cooper.	„ R. S. Mansel.	„ D. Stevenson.

T. Swinyard, *Secretary.*

These were the Company's officers to whom I was this day formally but quietly introduced; Mr. Grew, being present, made the initiation perhaps a little constrained.

Mr. Bradshaw was the Liverpool District Goods Manager.

Mr. F. P. Broughton held the like office for Birmingham and Coventry.

Mr. Bruyeres was District Superintendent of the Southern Division.

Mr. Chauncey held the like office for Lancaster and Carlisle Division.



C. E. STEWART.



H. P. BRUYERES.



WM. BAKER.



CHAS. MASON.

- Mr Comber was the Goods Manager of the Chester and Holyhead Line (Mr. Binger was absent).
- Mr. C. Cooper was Passenger Superintendent of the Manchester and the Yorkshire district; Mr. Kay was the Goods Manager of it.
- Mr. Fitzsimons the Goods Manager of the Lancaster and Carlisle Division.
- Mr. Huntley had charge of the Goods Department for Wolverhampton, Stafford, and Crewe.
- Mr. Dudley Parsons held the same position for the Black Country, Birmingham to Wolverhampton.
- The Locomotive Department was represented by Mr. McConnell for the Wolverton Division, and Mr. John Rigg for the Crewe and Northern Division on behalf of Mr. Trevithick.
- Mr. Mansel I have before referred to as the Superintendent of the Liverpool Division.
- Mr. T. C. Mills was the Goods Manager of the London District,* and Mr. David Stevenson, who had been his assistant, was now Acting Goods Manager for the Rugby, Nuneaton, and Northampton District of the line.
- Mr. William Robinson was Station Master of Birmingham, the advent of Mr. Grew to superior office had considerably restricted Mr. Robinson's former powers.
- Mr. Swinyard, the Secretary to the Conference was one of Captain Huish's smartest lieutenants in the Euston Offices, and at this time took considerable interest in the train working of the line generally.

By these gentlemen I was welcomed as a brother officer, and had the privilege for years of working in friendly relationship.

At the close of the meeting I was summoned to meet Mr. Moon, and together, with Mr. Charles Mason, received instructions to proceed by special engine to Walsall, and holding Mr. McClean's autograph authority for the transfer, to take official possession on behalf of the London and North Western Railway.

The office staff, which had been appointed for Mr. Grew's district, I found a very efficient one: the Chief Clerk was Mr. W. Raison, a capital organiser; Mr. W. Sutton had charge of the train reports; Mr. G. J. Stoker was one of the relief clerks; and Mr. McCann was Chief Inspector.

This year was a very busy and active one for me: all the stations had to be visited, the staff duties explained and understood, the signals at each place and mode of signalling discussed and noted in my "*vade mecum*." Mr Huntley had to be taken over the South Staffordshire Line

* Mr. T. C. Mills had commenced his railway career at the "Hen and Chickens" Hotel in Birmingham as a parcel clerk, in the same way that Mr. S. W. Brooks had at the "Swan with Two Necks" in London.

and branches as the Goods Superintendence of that district was added to his other duties; in the same way Mr. F. P. Broughton had to accompany me at my station inspection so that we might be able to work thoroughly together in the interest of the Company, and from time to time we had to deal with applications for increased siding accommodation for private coal-wharves, etc., and to make joint reports thereon. Numerous meetings had to be attended in response to a pressure from headquarters requiring a reduction in goods mileage; these were held sometimes locally with Messrs. Parsons and F. P. Broughton, sometimes at Warrington which, since Mr. Norris's time, appeared to have been found a convenient centre. At these goods train classification meetings I derived very valuable assistance from one whom the year 1903 has removed from the list of L. & N. W. officers—Mr. W. J. Guest Tongue—then located at Bushbury, but recently Goods Manager of the St. Helen's and Garston District.

Bushbury was the point at which the Grand Junction and Stour Valley working joined, and the through classification of the trains was controlled at that place: Mr. Tongue was just the man to grasp the full facts of the requirements, and to indicate the needed alterations.

The Central District, as finally decided by Mr. Cawkwell to be placed in my hands, consisted of the following portions of line:—

Extent of Central District	Rugby to Birmingham, -	29	miles.
	Rugby to Leamington, -	15	"
	Leamington to Coventry, -	8	"
	Coventry to Nuneaton,	10	"
	Birmingham to Bushbury, S.V.	14½	"
	Birmingham to Stafford, G.J.	28	"
	Dudley to Wichnor,	23½	"
	Bescot to Walsall, -	1½	"
	Dudley to Dudley Port, - -	1½	"
	Walsall to Rugeley, - -	17	"
			148

A somewhat unexpected task was early imposed on me by a telegram requiring me to meet Captain Tyler and go over the Coalport Branch with him. To me it was entirely new ground: a single line of way starting from Hadley on the Shropshire Union and traversing the mining district of Priors Lee and Oakengates—strongly competitive with the Great Western—terminating close to the River Severn at "Coalport," a little place noted for its manufacture of china: with the assistance of the Contractor, Mr. Tate of Warrington, and Mr. Henshall, Goods Agent at Oakengates, the somewhat difficult task was completed; and after interviews with Mr. Errington, the Engineer; Stevens, who had the signals in hand; and Beech, of the Shropshire Union who was

of necessity consulted as to the trains running into Wellington; we had the satisfaction of announcing the opening of the Coalport Branch, adding eight miles to the Central District.

The Coalport Line was opened on 10th June; early next morning I received a telegram, announcing that the bridge carrying the line over the cross roads at Leek Wootton on the Coventry, Kenilworth, and Leamington

**Collapse
of
Leek
Wootton
Bridge.**

Line had fallen in, that the driver and fireman of the goods engine under which the bridge had collapsed were both killed.

The line between Kenilworth and Milverton—a single line—was broken through, and the high road underneath quite blockaded. Arrangements had to be made to carry on the

traffic from Leamington on the one side, and from Kenilworth on the other; it was five days before the road was reinstated for traffic. The inquest was twice adjourned, and was attended by Captain Tyler, Mr. Cawkwell, and the legal talent from Euston: the heavy engine had found out a weak place in the bridge, where a crack in the iron plating had been attempted to be strengthened with fish-plates, and the engineers in charge had a very uncomfortable time in prospect of the verdict.

It was fortunate that the line was in thorough condition shortly after, for the Warwick Review which took place in July: it was a large gathering

**Warwick
Review**

**—
Single
Line
Working**

and the traffic had to be carried over single lines,

I adopted a special mode of working by making the whole of the trains all forenoon work in one direction only, from

Coventry to Leamington and so towards Rugby, and in the afternoon and evening the route was reversed and all the

traffic flowed in the opposite direction, a special trip being made by my Inspector McCann to collect and rearrange

the staffs to put the working into ordinary course again. Among those who visited Warwick for the review was the Duke of Sutherland, who had succeeded to this title earlier in the year, with whom I made acquaintance for the first time; he was at that time held in much esteem among the men along the line, and I found my Inspector McCann looked on him almost with reverence.

The frequent journeys up to London, alike in the days of the "Four Towns Agreement" and in my position as Superintendent in Birmingham,

**Short
Review
of
Route
to
London.**

made one thoroughly acquainted with the railway route, its stories and its scenery; the small Junction Station at

Hampton led to conversation as to the humble sphere Mr. Allport occupied when he commenced railway life there.

Next came the spring-clothed cuttings near Berkswell, brilliant with primroses and cowslips; the three noted

spires of Coventry, and close to the junction the long viaduct of arches leading towards Nuneaton, collapsed and temporarily disused; the grave

old Station Master of Coventry, McIver by name, perambulating the platform with his hands clasped behind him, and never by any chance speaking a word. And now, as we near Rugby we pass a long series of poles capped by blue glass bell-shaped insulators said to be some new design for train telegraphing; we call at Rugby with its very low platforms; the main lines on both sides being constructed with large turn-tables, across which the trains "jarr" on entering the station; the up side being the Midland Company's property and terminus: the long tunnel at Kilsby is generally timed by us as the gauge of speed, we pass under the old Roman Watling Street while running through the shorter tunnel at Stowe towards Blisworth, where naturally the short-sighted policy of the the people of Northampton came under review; then we enter the deep cutting near Roade, in those days always patrolled to guard against mischief from falling portions of its rocky sides, which looked like masonry but in reality were very treacherous; in winter the streams of water from the formation froze and fringed the cutting with splendid icicles; half-way through the cutting the engineers had carried across the top of the chasm a small water-course along a narrow iron trough high above the lines, along this trough Mr. Bruyeres declared, as a positive fact, a chased fox had passed and a daring huntsman, following on horseback in hot pursuit, had succeeded in safely crossing the line along the unprotected water-course at that giddy height. The Blue Bridge at Wolverton had its tale of accident, one of the earliest railway disasters having taken place through a passenger train running violently into the end of a loop line there; the press at the time admitted a most stupid suggestion which must have originated in the brain of some Thames Steamer helmsman, that along all such sidings mooring posts should be placed, and the guards should be supplied with coils of rope which they might throw round these posts and pay out as the train slowed into the siding. The newspaper cutting containing this brilliant idea was for years carefully preserved as a curiosity.

After Wolverton came another crossing of the old Roman Watling Street, close to the site of the public-house called Denbigh Hall which was the point to which the line of railway was first opened; then Bletchley was reached, here came into notice the branch lines into Bucks connecting with both Oxford and Banbury, and the curve to the south from those lines by which Mr. Edward Watkin hoped at one time to retain the Worcester and West Midland traffic to the North Western system; soon the Vale of Aylesbury opens out to be suddenly cut out of view by the long chalk cutting, through which we reach the open again at Tring Station, with the lofty column of the Duke of Bridgewater dominating Ashridge Park; then follows the rapid run on the falling gradient to the south, the light ballast flying all round the train and covering the helpless

passengers with grime and dust ; at length the tall spire of Harrow-on-the-Hill is seen on the right, and the little village station of Sudbury is passed through. An early edition of the Railway Guide Book tells us this is a town with considerable population, returning two members to Parliament and having sundry market days—a record really belonging to Sudbury in Suffolk—inaccurately announced by the Editor of the Guide Book as belonging to Sudbury in Middlesex.

Now we are nearing our journey's end, there is no passenger station at Willesden Junction, at night we look out for the lights of London which dot the outlying villages as far out as Kensal Green. Primrose Hill tunnel warns us to get our things together, and we draw up at the Camden ticket platform where the grave old Chief Collector, Caldwell, most methodically and punctiliously requires the production of all tickets ; the distressing dustiness of the journey in dry weather, the wretched roof-lamp surging with dirty oil, its lighted wick gradually shaking down into glimmering obscurity, were the not infrequent concomitants of travelling in the days anterior to granite chip ballast, Pope's patent gas, or the electric glow lights, and easily accessible lavatory accommodation.

In September of this year (1861), accompanying Mr. Chas. Mason, I went to Stratford on the Eastern Counties to see the working of some newly-constructed Junction Signal Boxes, at which not only were all the point and signal levers concentrated, but by means of long rods, the junction points were worked at distances which heretofore had been considered out of range. The working was shown to be satisfactory, and economic ; all necessity for pointsmen running about to hold point levers disappeared at the place ; the ultimate result was that Saxby, whose idea it was, received instructions to erect two concentrated Signal Boxes, one at the north and one at the south end of New Street Station, Birmingham ; these, it must be understood, were only cabins into which the point and signal levers were brought close together in a frame. There was no interlocking at that time, the working of the fixed signals and the telegraphing in the cabin had heretofore been done by one set of men at New Street, with a separate set of pointsmen on the ground acting under their verbal instructions.

**Concentration
of
Points,
Stratford,
E. C. R.**

At a later date, in furtherance of the system of concentration, we had occasion to view the very clever arrangement which Mr. Sinclair, the Manager of the St. Helen's Railway, had perfected, whereby at Widnes on that line the points and signals of no less than three separate junctions were all worked from one Junction Box and by one man in the cabin, an economic arrangement highly appreciated by Mr. Moon who was the active spirit on the L. & N. W. Board and whose constant motto was "reduce the expenses."

The system which was in force for holding frequent meetings of the Directors in various portions of the line entailed no little travelling. Every month there were sub-committees for passing bills, sometimes at Birmingham sometimes in London; every month there was a moveable Traffic Committee to be attended, sometimes Manchester, sometimes Liverpool, or Birmingham, or London; it had the advantage of making the officers well acquainted with individual Directors, though occasionally some little feeling of rivalry between Northern and Southern was traceable.

On one occasion a full gathering of the Directors took place in reference to the general working of the line, and Mr. Moon, the animating spirit, who, on the death of Admiral Moorsom, June, 1861, had been elected chairman of the railway, gave a strong address to the assembled officers, closing it, somewhat to my discomfort, by a comparison of what economies I had carried out as compared with the work in the other districts; of course, I had to put up with some brotherly chaff after the sitting had terminated.

**Mr. Richard
Moon
Elected
Chairman.**

In the autumn of this year the L. & N. W. Co. determined to avail themselves of the South Stafford powers and to run their own goods trains into Burton-on-Trent over the Midland rails from Wichnor Junction; I had been over the sidings in Burton with Mr. Charles Mason, and had received special instructions from both Mr. Stewart the Secretary and Mr. Cawkwell on the subject. Times for the proposed running of the trains had been submitted to the Midland Co., and early on 1st November I came down from Birmingham in charge of the first train. Arrived at Wichnor Junction I was surprised to see a large number of platelayers about, two or three engines in steam, and a saloon carriage in the siding. One of the engines with steam up had attached to its tender the V crossing of the junction over which we had to pass to get to Burton: Mr. Needham, who, it appeared, had bivouacked all night in the saloon, came to meet me, and on my requiring to be allowed to pass to Burton with our train politely declined to give permission. I drew forward on our engine as far as safety allowed, claiming to proceed. This was again refused; there was nothing to be done but to retire from the scene and telegraph result, awaiting further instructions; on asking Mr. Needham for what purpose the force of Midland men was requisitioned, he told me that it was currently reported that the L. & N. W. were coming down with a body of 300 men and three engines intending to force their way into Burton, and that it had been determined to resist.

**L. & N. W.
First Entry
into
Burton-on-
Trent.**

Instructions came to me by telegraph; once more at the appointed time in the afternoon a passage must be claimed. Some wiser counsels

had prevailed at Derby, for when the time came the opposing force had disappeared and we made a triumphal journey towards Burton, the engine driver taking the opportunity of sounding noisy and repeated cock crows on his steam whistle.

Thus the North Western made their first entry into Burton, a town even then claiming premier rank for its vast beer traffic, the piles of empty barrels stacked in masses like colossal pyramids presenting themselves on all sides to the traveller by rail; but small in comparison with its present display of palatial establishments for offices, ranges of warehouse breweries, rivalling one another in size and altitude, with mountains of beer barrels piled in endless repetition, a ramification of railways throughout the place; and noble churches owing their existence and endowment to the liberality of some of the Ale Kings whose fortunes have been made in the town. At the time I speak of, when the L. & N. W. first entered Burton, the station was a small one with a level crossing of the highroad at the end of the platform used both by foot passengers and vehicles, while on the line approaching the station a swingbridge had existed over the canal which had had its tale of disaster.

The close of the year added a small extra mileage to the Central District, viz., the first portion of the South Leicestershire Line from Nuneaton to Hinckley four miles: a scheme had been submitted by Mr. Bruyeres for working the line with a separate engine. In conference at Euston, I had considered that I could work it by extending the trips of the Coventry and Nuneaton service and avoid any extra engine; the idea exactly fitted the chairman's notions, and the new line, which opened on 1st January, 1862, was added to the Central District.

1862. Works were in progress at this time for two other small extensions: the one, the line from Aston to Sutton Coldfield; the other, a couple of short links on the South Stafford system, from Darlaston to Wednesbury, and from Wednesbury to Ocker Hill and Princes End to Deepfields. The sites of the stations were fixed early in the spring, and I had fully expected that the duty of opening those lines would have fallen to my lot, but an unexpected summons to London in March, 1862, brought an intimation that it had been decided to remove me to Euston to occupy a new position and organize a new office, that of General Outdoor Superintendent.

I left Birmingham with some degree of regret as I had established very friendly relations with several residents; among them Dr. Oliver Pemberton, Mr. Marigold, Mr. Andrews, (G. W. R.,) Mr. Wright (Universe Works), and the Messrs. Thomas of the Birmingham Canal. Mr. F. P. Broughton, the Goods Manager of the District, had been a very pleasant

comrade. He had acted as Secretary to the Goods Conference for some years, but severed his connexion with the Company at the end of the year 1862.

My successor in Birmingham was Mr. Walter Knox whom I had of course to show all over the District, he had been Mr. Mansel's Chief Assistant in Liverpool. Knox had been conversant with railway work from his boyhood, his father having been the Chief Foreman at Edge Hill for many years. Walter Knox was a very "smart" railway officer, but somewhat of a martinet; he did not remain long with the Company as the appointment to the post of Manager on one of the railways in India presented itself; he accepted it and died there after a short period of activity.

My old Inspector, McCann, did not accommodate himself to the new state of things, and after a short time sent in his resignation; he addressed a long letter full of his grievances to the Duke of Sutherland, and getting no redress determined to commit suicide: he threw himself in front of a coming train at Berkswell, leaving a note on the waiting room table, "If you wish to see courage, here it is." Poor McCann!

The new position at Euston developed into my having to take charge of various subjects which were not distinctly allied to any one of the districts and the first pressing duty that came to my hand was the preparation of the Tourist Programme; in this I had the efficient aid of Mr. J. W. Widdowson whose general knowledge of the English and Scotch Railway Systems stood me in good stead in this new task. The Tourist Programme of 1862 was a tiny pamphlet as compared with the broadened dimensions it assumed as years progressed, and the issue of Tourist Tickets was at the time limited to 1st and 2nd class with a currency of only one month.

The London Exhibition of 1862 gave rise to numerous meetings as to the Excursion concessions, and especially those for the conveyance of large parties of workpeople, "bodies of workmen" as they were called, from the Yorkshire and Lancashire manufacturing and mining districts, the terms for school parties in the Manchester districts and for Whitsuntide trips had also to be taken in hand; the requirements of the Irish traders for improved services for their growing "perishable" traffic largely affected the North Western Company, and a determination on the part of some of the companies to give an increased 3rd class service to and from London called for watchfulness all round.

The Euston station of that day consisted only of one arrival platform, with two sets of turn-tables upon both the arrival and departure lines.

Euston
Station
in
1861

The clatter incident on a train coming in or going out over these tables was annoying, but for years turn-tables were considered indispensable, and both sets were freely used for the purpose of forming outgoing trains, the small four-

wheeled carriages being turned across the diagonal line of tables one by one, and the vans invariably being reversed so as to have the covered portion of the vehicle in the right position for travelling. The departure platforms were two in number; the one the main line occupying its present position, the other the York platform before alluded to; the glass roof was of very low elevation, and the advent of lofty terminal structures such as the Great Northern and Midland stations caused very unfavorable comments upon the squat and shed-like appearance of the Euston roof. It was a compliment alike to the excellence of the original work and to the clever engineering talent of Mr. William Baker to have cured this defect by raising this roof in its entirety about six feet by the introduction of pedestals at the base of the old pillars, so that the roof now exists at a suitable and serviceable height, the work having been done by hydraulic power without entailing the slightest hindrance to the regular flow of traffic; it was not till 1872 that this elevation was carried out, and at the same time the terminus was widened and two additional lines introduced to accommodate the arrival trains.

The line from Euston to Camden Canal Bridge is on a stiff rising gradient (1 in 60), and the heavy outgoing trains invariably took two engines, the leading one being a pilot; this pilot was for years always "slipped" from the train as it neared the Camden Canal Bridge, and one of the most trusted pointsmen was stationed at a pair of facing-points leading into a short siding, just beyond the bridge, whose duty it was to hold the facing points over so that the "pilot" engine should run into the siding, and, so soon as it had passed clear of the main line, to turn over the point handle and bring the rail into readiness for the train itself, by this time close upon him; it required careful handling so as never to move the points till a clearance existed, and then to rapidly ensure a firm road for the passage of the train. The task must have been rendered doubly difficult from the uncertainty in the pointsman's mind as to whether the engine in front was going through with the train or intending to pass to the siding, a motion of the driver's hand to the left by day, and of his hand lamp at night, indicating the latter; in the absence of this signal the pointsman was to allow the engine and train to proceed on the main line. During the long continuance of this practice though the pilot engine once or twice came to grief by running too fast into the siding and against the stop block at its end, yet so far as I remember no accident to the running train ever occurred, a singular fact in connexion with so risky a performance.

All the up trains called at Camden ticket platform for the collection of tickets, and very long delays occurred waiting for previous trains to clear out of Euston arrival platform. The Chief Collector, a staid trusty old

chap named Caldwell whom I have already mentioned, had been bulker to Mr. Glyn, the Chairman of the Company, and was, I believe, the father of Mr. Thomas Caldwell who became Head of Audit Department in succession to Mr. Reay when he was appointed Secretary to the Company viz Mr. Stewart.

The name Camden really applied to the adjoining goods depot: in the time-tables the passenger station was described as "Camden for the Dock Lines," the North London Line having its terminus then called "Hampstead Road" close by, with a train service to both Poplar and Fenchurch Street as its East End terminus: the City Extension into Broad Street did not come into operation till 1st December, 1865.

There was no attempt to encourage short local traffic into Euston: Kilburn was the only suburban station recognized, as only two down trains in the day stopped at Camden; Willesden was a small village level crossing at which only two or three trains called at times suitable, so it was said, to the "Great Captain Hush" whose house was well-known to railway travellers of that day, situated on the left hand side of the up line very near to the present Willesden Junction Station.

Sudbury and Harrow had a very sparse service: as an illustration, on one occasion, travelling from Euston by a train I fondly expected would call at Kilburn, I found myself landed at Harrow about 5 p.m.: there was no train due back till 7 p.m., an interval of upwards of two hours, without a train to London.

The Southern division had been for many years in charge of Lieut. H. P. Bryneres, noted as a disciplinarian, with a well drilled staff, thoroughly trained to obey, but not allowed any liberty as to suggestion for improvements: he was too methodical to be progressive, and change was distasteful to him. He was a very pleasant travelling companion and for every point on the journey he had some remembered incident and as to the men some chatty anecdote. Old Spinks of Willesden Level Crossing he considered an unfortunate fellow, as he was always meeting with one mishap after another: at last the tidings came that the poor man had been knocked down by an engine and taken to the hospital: after long treatment there he was discharged, having as he avowed a twist in his inside from which he was unable to walk erect as formerly and had to lean over on one side: the doctors said it was uncurable and he must be thankful to have saved his life. After some months, for he was allowed to resume work in this state, the sad news came that poor Spinks had again been knocked down by a shunting engine. Mr. Bryneres fully expected this was a final blow, but strange to relate the blow had the effect of removing the internal twist, and he resumed work as upright as even till the end of his days!

Old
Rule
Books.
—
Military
Traces.

The old Rule Books of the Company bear the impress of Mr. Bruyeres hands';—thus the Station Master is required "to take care that all the servants at his station come on duty, clean in their persons and clothes, shaved, and with their shoes brushed."

Under the head of Police Signals it is laid down

1. When the line is clear and nothing to impede the progress of the train, the policeman on duty will stand erect with
• his flag in hand but shewing no signal, thus—
4. If required to stop, the red flag will be shown and waved to and fro; the policeman facing the engine.
6. As soon as the engine passes, the policeman will bring his flag to the shoulder.



Wolverton
Station
The Training
Ground.

Wolverton Station at which there happened to be two or three signal posts in close proximity was the place selected for training Mr. Bruyeres' police in their signalling duties: here was a station at which almost all trains then stopped and the carrying out of the signalling arrangements was in the hands of a Mr. Bedford,* not only at these posts but throughout the division; indeed, if any instructions to the line had to be issued, they invariably appear to have been sent to him from headquarters, and by him promulgated to the line. He was called superintendent of police (Southern Division). Many of those who have become Chief Inspectors or Station Masters of important towns had their introduction to Railway life at Wolverton. Mr. Preston, late Station Master at Carlisle, so commenced in 1844; Mr. Squires, now in charge of Birmingham; Inspector Manning late in charge of Midland and North Western Joint Line at Shakerstone; Inspector Marshall, recently appointed to Oxford; Mr. Jupp, late Station Master at Euston, all these had their first start in signalling at Wolverton, and have learnt much since those days.

Mr. Bedford at Wolverton kept a very careful copy of all the instructions and notices he received from headquarters, and from its pages I have drawn many of the following intimations and incidents. It is not a little curious, now that Greenwich time is universally adopted in England, to observe that as late as 1844, in the working notices Mr. Bedford was instructed to issue to the line, the "local time" as well as

Police
Superintendent
Bedford's
Register of
Orders at
Wolverton

* Mr. Bedford was the father of Mr. Benjamin Bedford who was for some years the District Manager of the Company at Whitehaven.

London time is given; thus :—

Time-table for the 8½ p.m. down Mail on and after 12th April, 1844—

		London Time.	Local Time.
Leave Euston,	-	8.30	8.30
Arrive at Tring,	-	9.38	9.34
Wolverton,	-	10.25	10.20
Leave Wolverton,	-	10.30	10.25
Arrive at Weedon,	-	11.9	11.3
Rugby, -	-	11.40	11.33
Coventry, -	-	12.8	12.0
Birmingham,	-	12.57	12.50

**Greenwich
Time as
Compared with
Local Time
1844.**

The up running, commencing Saturday 13th April, 1844, is thus notified—

		London Time.	Local Time.
Leave Birmingham,	-	1.5	12.55
Arrive at Coventry,	-	1.45	1.37
Rugby, -	-	2.12	2.5
Weedon, -	-	2.45	2.39
Wolverton,	-	3.25	3.20
Leave Wolverton,	-	3.32	3.27
Arrive at Tring,	-	4.21	4.17
Camden, -	-	5.22	5.22
Euston, -	-	5.32	5.32

This mode of announcing changes in running time did not alone touch mail trains; it referred equally to ordinary passenger trains.

While the London and Birmingham Line was thus careful in respect of the difference between Greenwich time and local time which was as much as seven minutes at Birmingham, the Grand Junction Line, in the earliest Bill in my possession, dated August, 1842, is quite silent as to Greenwich time being kept, but as their Bill contained the notice that passengers should be at the First Class Stations five minutes and at the Second Class Stations ten minutes before the time specified in the table, this may have met much of the difficulty.

The Grand Junction Time Bill of August, 1842, shews the trains on a singular system. The stations commencing with Birmingham and reading downwards appear in due order in a column in the centre: the times of the trains are given in columns right and left of it, those for the down trains from Birmingham to Liverpool and Manchester read downward in the ordinary way, those for the up trains to Birmingham read upwards, the starting times of the latter being at the bottom of the columns.

**Grand
Junction
time table
1842.**

This system has never become acclimatised in England; if it continues in force on any time-tables it is only to a limited extent, while in American and continental time-tables its use is very general.

**First Notice
Cowper's
Fog Signals.
1845.**

The first notice in Mr. Bedford's records as to "Cowper's fog signals"—then a perfect novelty—is contained in an order signed by Mr. Creed, the Secretary (January, 1845), to the

effect that, in the event of any signalman at night

in rear of any train which is stopped on the main line being "obliged to quit the spot," he shall plant his signal on the outside of the line that has been obstructed, and in all occurrences of this character place Cowper's detonating fog-signal on the rail to be passed over by the expected engine at about 60 yards distance in rear of the red signal.

This general order, applicable to signalmen at night, Mr. Bruyeres appears to have elaborated, and included guards in the arrangement by day as well as by night, as they are instructed

to fix their flag staff sufficiently firm in the ground to prevent its being blown away, etc., and at the next stopping station the guard is to get another flag or lamp, and special steps are to be taken to get these articles back to the Superintendent's Office at Euston with full reports of occurrence.

**Order as to
Working on
Wrong Line
in Case of
Accident, 1846.**

The following instruction, as to the regulation of trains in case of accident, was issued October, 1846:—

"In the event of accident blocking one line of rail and requiring all the trains to pass over the other, the utmost caution must be exercised, and no train is to be permitted on the wrong line without a memorandum in writing from a person in authority at the spot where the accident has occurred. So liable are verbal messages to mis-interpretation that should a verbal message be received to send a train forward on the opposite line, the messenger will be sent back for a written memorandum before the train is allowed to move."

This precautionary rule subsequently became incorporated in the Rule Books, but it gave no instructions whatever as to the course to be adopted in conducting the traffic over the free line; indeed no detailed regulation on the subject existed in any Rule Book till it fell to my lot in the first year of my being at Euston to elaborate and include in the Coy.'s Rule Book a set of "regulations for working the traffic of a double line over a single line of rails, during repairs or obstruction" together with the requisite forms for the proper appointment of a pilotman. These special regulations, brought up to date so far as telegraphing and piloting are concerned, I had the satisfaction subsequently of seeing incorporated in the standard Railway Clearing House Regulations.

Some of the notices as to special trains, recorded in these circulars by Mr. Bedford, have an interest.

January 26, 1846.—"A special train for the accommodation of the Press will leave Euston for Birmingham to-morrow night the 27th instant at 11 p.m. or as soon after as the papers can be got ready." This was on the occasion of Sir Robert Peel explaining the circumstances under which his cabinet had retired from office, and their subsequent return to it, Lord John Russell having failed to form a ministry, and Sir Robert having to announce his scheme of proposed measures in connection with the abrogation of the Corn Law.

**Specials
run for the
Press
Corn Law
Debates,
1846.**

February 6, 1846.—Application has been made by the Press to have a special engine each morning during the debate on the Corn Laws to leave Euston at half-past three and precede the early goods train—the train to stop at Rugby and then proceed to Birmingham—the express being for Newcastle as well as for Liverpool and Manchester

On Tuesday morning next, the 10th instant, the first engine will be required.

March 2, 1846.—The debate on the Corn question being closed, no special engine for the Press will be required till further orders.

March 26, 1846.—A special train for the conveyance of H.M. the Queen Dowager will leave Birmingham for London en route from Droitwich on Saturday next; the train, consisting of sixteen carriages, will leave Birmingham about 11.50, preceding the 12 noon passenger train through to London, and may be expected to arrive at Euston about quarter past 4 o'clock

**Special
Trains
for
Prince
Albert.**

July 28, 1846.—Notice has been received that His Royal Highness Prince Albert will travel by rail from London to Liverpool on Thursday next, 30th inst. Engine power will be required to convey the special train to leave Euston station at 6 a.m.—H.R.H. must have been an

early riser—and reach Birmingham at 8.50 “local time.”

H.R.H. proposes to return by special train from Liverpool on the following day, Friday, at 4 p.m.—the train may be expected at Birmingham by 6.45, when an engine will have to be in readiness to bring it forward at once to London reaching the Euston Station at quarter before 10.

The Prince's next recorded journey was from London to York via Rugby on 12th July, 1848; on this occasion his train leaves Euston at 8.55 a.m. and is

“to run at express speed and be due at Rugby at 11 o'clock,—and the 9.0 a.m. express train to Edinburgh is to travel with caution being so immediately in the rear of the Prince's special train, and is not to arrive at Rugby until 11.10 a.m.; the third class and carriage trains are also to have sufficient engine power to keep their time, in order that the line may be clear to allow the Royal train to pass without check.”

In the following year, 17th April, 1849, the Prince appears to have started from Watford, and the train by which he travelled preceded the 9 a.m. Express to Rugby, the latter train running as before under caution: the return journey is made via Peterborough and Northampton to London and the instructions contain the first notice of any use of the telegraph for regulating train movements. It is laid down—“In the event of the Royal train being rather later and the 5.45 (Birmingham train) to time the Guard and Driver of that train will be directed at Wolverton to shunt either at Leighton or Tring *according to telegraphic notice.*”

**First
Notice as
to
Telegraphic
Tidings,
1849.**

This is the dawn of a marked advance in regulating the train running which is at the present time carried out to perfection; but at the date in question the standard order had been “shunting when overtaken,”

or "all goods trains must shunt when overtaken," the second train in these cases always doing its best to come up to the one in advance before it could get away from the station ahead. Occasionally some special steps to secure conformity are laid down; here is an example, 20th May, 1848.—

"A Special Excursion is expected to arrive at Rugby before the 8.45 a.m. passenger train from Liverpool has left; if so, it is to follow the latter train through to Euston, and Mr. Grew is to *send written instructions to Leighton by the Guard* of the 8.45 train, that the 10. a.m. goods is to remain at Leighton until the special has passed.

Should, however, the special not have arrived at Rugby on the departure of the 8.45 train, Mr. Grew must send instructions that the goods is to leave Leighton as on ordinary occasions, shunting when overtaken by the special to allow that train to pass.

"The 8.45 Liverpool train is to be ordered to slacken speed on passing Leighton that the guard may drop a note to Mr. Miller advising him whether the goods are to proceed or follow the excursion train."

Two or three words of the Telegraphic Code from Rugby to Leighton to-day will do all that is needed and ensure uninterrupted running.

In the notice of the running of an ironstone train from Bugbrook to Birmingham in August, 1853, it is laid down that when the empty engine
Singular Arrangements as to Time Signalling, 1853. to take away the ironstone train passes Weedon the red signals for the up line are to be put on until *such time as it is likely* to have shunted across to the ironstone siding; a singular system of time signalling.

Again here is the way the principal morning express is dealt with, October, 1853—

"Give instructions to the policeman in charge of the main down line signal at Wolverton to stop the 9 a.m. down express every day, and tell the driver and guard how long the 3rd class train has left."

Use of Auxiliary or Distant Signals. I have before alluded to the question of Auxiliary or distant signals and the importance their indications really had and still have on safe working; a perusal of some of these Bruyeres - Bedford instructions sheds a singular light on the development of these signals thus—

January, 1846.—The trains including luggage and ballast are now so close upon each other to avoid risk of collision the police regulation to turn on the green signal for 10 minutes on the passing of a train will be cancelled and the following order substituted. On the passing of a train, the red signal is to be turned on for 5 minutes then turned off, and the green turned on for 5 minutes longer, at the expiration of those 10 minutes the line is considered clear and no precautionary signal shown. The green signal only will be sufficient to turn on on the passing of an engine without a train.

February 20, 1846.—It appears the police at signal posts are laboring under error: when they have to stop a train and turn on their red board or

light for that purpose they must not turn it off again and put on the green as is now done at some stations, but keep it on until the train has stopped, the place of stopping being some distance behind the signal; the drivers in several instances lately have been deceived and gone on without stopping.

The following notice (24th February, 1846), as to the colours of the auxiliary signal, is not quite clear, it is to be hoped that the drivers understood it—

“The fan or arm of the auxiliary signal at Cheddington, Leighton, Roade, Blisworth, and Weedon are repainting to a yellow colour which will be more discernible than green, the ground colour is obliged to be nearly red, the signal will, however, continue to be shewn for the assistance of the drivers, although it is not intended they should stop thereat but come on as heretofore as far as the stationery post, when the policeman will tell them why the train has been stopped.”

The following, copied from an American Paper of 1899, will shew that there are still those who are willing to adopt yellow for signal arms and signal lights:—

The New York, New Haven, and Hartford Railroad Company have adopted yellow for “caution” in their signals. The home signals show a red light for “stop” and a green light for “clear,” and the distant signals show a yellow light for “caution,” and a green light for “clear.” The arms of the distant signals are painted yellow, with a black stripe. Formerly white was the colour for “clear” and green the colour for “caution.” The reasons for the change are traceable to an accident at Whittenton Junction, Mass., last autumn, in which an engineer mistook a white light displayed on a crossing gate for the safety indication of a signal, subsequent investigation having shown that the signal was displayed in the danger position but the light of the lantern had gone out. In the annual report of the Massachusetts railroad commissioners, recently published, it is recommended that the use of white for a safety signal be discontinued.

In February, 1848, the Secretary, Mr. Creed, raises the question as to the necessity of some of the auxiliary signals, and Mr. Bruyeres and the manager decide on withdrawing several and arranging that others are only to be used in hazy weather. Weedon is however retained as one of the places where the auxiliary for the up line must continue to be worked “as at present.” This station appears to have been the source of much

Weedon trouble in the signalling as the No. 1 auxiliary is supplemented
Signalling. by another further North, this latter is always to be kept at danger and only turned off on the approach of a train.

This place might well deserve extra caution, for the withdrawal of the bridge over the small military branch of the canal entailed the entire removal of the line of railway and left a complete chasm on the railway while the canal was in use, the most stringent regulations being necessary to ensure safety. The draw-bridge still exists, but only goods shunting engines now cross it as the diversion of the lines in connexion with the Daventry Branch was wisely utilised by the Engineer of the railway, Mr. F. Stevenson, to get rid of the impediment entirely, and thus enabled the

whole series of protecting signalling codes to be abrogated in favor of the ordinary arrangements.

The variations in the use of the distant signals appear to have continued throughout 1854 and 1855, for in November, 1854, a general order is issued that "auxiliary signals are now made to shew red as well as green. In all ordinary cases of the main signal shewing red in order that an engine is to stop at the main signal, the auxiliary as heretofore is only to shew green, it being understood that when the auxiliary is green, the main signal is red (Rule 13, page 16 of the printed Regulations), but when a train is stopping at the station and extending beyond the main signal, or any other obstruction on the main line between the main signal and auxiliary, the auxiliary is to be made a positive signal and turned on to red, and when necessary the policeman is to go back with his hand signal to give the drivers of following engines verbal instructions."

Two years later these instructions were followed by a General Order throughout the line (on 22nd November 1856,) to the effect that

"The auxiliary or distant signals are always to shew the same as the main signals, that is, when the main signal is at 'danger' the distant signal is to be at 'danger,' and when the main signal is 'all right' the distant signal is to be 'all right.'"

Within a fortnight of the issue of this last order Mr. Bruyeres appears to have made a night journey over a portion of his district, and he finds the Inspectors have issued the circulars as to the new use of the distant signals, but have given no orders to light the lamps at night; at several of the stations this state of things existed, and in a very caustic letter to his lieutenant, Bedford, he very pertinently says—

"Now let me ask you how the auxiliary signal can shew a red light same as the main signal if the lamp be not lighted? If Inspector — be in fault he ought to be dismissed as totally unfit for his duty, etc., etc.

"At Marston Green the policeman on duty was improperly dressed, had on a cap not his uniform hat."

This latter was one of the subjects which would sadly go against the military grain of Mr. Bruyeres—a previous lecture that he had given to the long suffering Bedford brought from the latter a very strong caution to the staff, regretting

"how much the police are falling off in their general appearance, and standing to salute trains when passing them they are not near so clean and neat in their appearance, hair too long, collar Nos. and buttons not clean as they ought to be.

"I expect at all times to see both flags on the left shoulder and heels together; I hope the men will feel more pride in themselves than to give me an opportunity to report them."

Among the other orders for the police (November, '50) it is laid down that

"The police on duty at stations are to sound their whistles on the approach of all engines and trains whether timed to stop or not."

The police signalling the line were furnished with huts as nearly as possible resembling the soldier's sentry box, and it was their duty to come out of the hut and after putting on or off the signals to stand close to the line shewing a flag or light corresponding with that shewn on the signal post. Indeed Mr. Bruyeres would seem to have preferred signalmen to signal posts, for he writes, on December, 1855, to Mr. Bedford—

"I see no necessity for an auxiliary signal from the Midland Junction, Peterborough; order the policeman at Woodstone Wharf always to show his green or caution signal (except when there is occasion for him to shew his danger), and he becomes an auxiliary."

The only reference I can trace to any raised signal box is a notice to the men at Wolverton Blue Bridge (20th October, '55) instructing them that

"On the engine of a down goods train passing the auxiliary signal, the policeman on duty at the Blue Bridge is to turn the auxiliary signal on red *before descending to the points* to turn the train into the siding."

With reference to the length or weight of trains run on the line, a communication is made under date of 27th March, 1854—

"A special train is ordered to be run to convey 'Hughes' Establishment' from Birmingham to Euston at 8 a.m. arriving in London about 2 o'clock, the train will consist of about 43 vehicles."

Further, on 26th July, 1854, in advising Mr. Bedford of an intended division of a train for summer traffic, it is stated that

"the 6.30 a.m. train this morning had 50 carriages on, considerably more than is convenient or proper to attach to any one train."

About the end of 1855, there came into operation on the Southern Division a system of telegraph signalling, generally known as the "Two mile telegraph system"; this was then peculiar to the L. & N. W., and was the precursor of the block system. Had the directors been bold enough to have stipulated that, upon its adoption, no two trains should ever be allowed to be within one section; it would have made a great success, but the connecting together of the time system with the two mile sections and allowing one train to follow at a fixed time interval resulted in many mishaps from collisions in the rear, so that it failed to afford the security that was sanguinely hoped for by its author, Mr. Edwin Clarke, and from time to time suffered keen criticism at the hands of Captain Tyler.

Two Mile
Train
Telegraph
System
—
Introduced
in
1855.

Mr.
Edwin
Clarke's
Report
suggesting
the
scheme,
January, 1854.

Mr. Edwin Clarke's report to Captain Huish is dated January, 1854. As the pamphlet itself is "very scarce," and as the proposals it contained proved the germinal point of almost all train telegraph systems in the kingdom, I venture to reproduce it somewhat in detail. He commenced by explaining the difficulty of having a chain of stations all connected on one speaking-wire, shewing that if stations, say A to K, are so treated, any two intermediate stations on same wire conversing would deprive those at the terminus from sending messages.

DIAGRAM 1—

○—○—○—○—○—○—○—○—○—○
A B C D E F G H I K

By DIAGRAM 3, if trains are to be simultaneously signalled then instruments must be duplicated thus—

○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○
A B C D E F G H I K

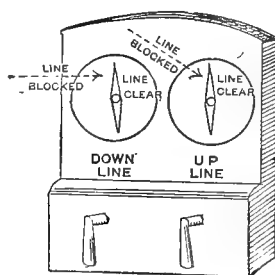
and the telegraph would be useless for all practical purposes between A and K.

Ultimately he recommends—

DIAGRAM 4, as meeting the difficulty both of sending through-messages and train signalling:—

Wire 1, ○—○—○—○—○—○—○—○—○—○—○—○—○—○—○—○
Wire 2, ○—○—○—○—○—○—○—○—○—○—○—○—○—○—○—○
Wire 3, ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○ ○—○
A B C D E F G H I K

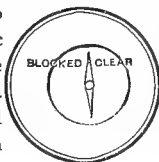
Having dealt with the advisability of introducing a service of through wires for messages, he comes to the question of train signalling. After referring to some Continental modes, he mentions, as "one of the most perfect Railway Telegraphs in this country" that (already alluded to by me) between Norwich and Yarmouth (Mr. Cooke's) for working a single line. The cost of this system, if applied to a double line, he rightly calls "enormous," as it required as many wires as there were stations. He then comes to his own recommendation; to divide the line into convenient sections, length varying from one to five miles according to traffic; in most cases the signal stations to be at the existing railway stations and under the control of the Station Master; each station to be provided with a semaphore and two telegraphic instruments, one referring to the up side of the station and one to the down side section; the dial and needles were to be thus marked—



These telegraph needles were to be kept "blocked" over, either to one side or the other by the signalmen, a wedge or block of wood under the handle gave rise to the expression block at first, though it is self-evident how easily afterwards the expression "block signal post" would adapt itself to the whole work and system. Mr. Clarke proceeds to explain his *modus operandi* by shewing if signalman at A saw that the signalman at B indicated to him "line clear," he would not hesitate to let a train pass on to the next section towards B, immediately he had done so he is to gain the attention of B by vibrating the needle and indicating that a train has passed on to his section, then B is to change his needle over to the left or "line blocked," thus indicating to A that his signals have been correctly understood. When the train approaches B he again reverses his needle to the right, informing A that the line is clear; he, at the same time, perceives by the indication of the needle belonging to C that the next succeeding portion of the line is clear and allows the train to proceed onwards without interruption, but at the same time calls C and, having signalled the progress of the train towards him, does not rest till he perceives that C has changed his needle over to the left or "line blocked."

Mr. Clarke goes on to say that, in the event of any stoppage or accident to a train in one of the sections, not only would the fact become speedily known at both the neighbouring stations by its non-appearance, but the line would be guarded behind it notwithstanding even the neglect of the guards. If the train ran off the line in such a manner as to obstruct the other line of rails the officers in charge would be instructed, in addition to the usual precautions, to destroy at once one or both of the telegraph wires in order to prevent the passage of any other train along the line; for this purpose these wires would always be placed lowermost on the telegraph poles, the wires also corresponding in position with the respective rails to which they belong; this severance of the telegraph wire would cause the needle of the telegraph instrument to become vertical, and at once intimate a blockage of the line to the signalman in charge.

Mr. Edwin Clarke, in his report, then sketches the possibility of extending at stations the signalling wire in connection with the needle instrument along the line in the direction of the approaching train to the distance of about a mile, there to terminate in a light rod of iron stretched horizontally on insulated supports between the line of rails extending for a length of 200 yards or more; in the guard's van of every train might be placed an indicating dial with a needle capable of deflection to the right or to the left connected with a light suspended metallic carriage, so as to touch the described. On approaching a station the indication given by this if "line clear" were shewn the train might unhesitatingly, in the station at full speed with-



any state of weather, pass through out any stoppage.

This latter portion of Mr. Edwin Clarke's scheme appears to have fallen still-born. Had the idea been extended, so that the indication would have been given to the driver on the engine-platc, there would have been more prospect of success; but for some unknown reason the guard's van has been assumed by many inventors to be the spot most ready or suitable for communications of this description: the retarding power in the hands of the guard, in 1854, was small indeed.

In closing his report upon the whole proposal, he admits that it will be "extremely costly," but—

"Without advising or recommending so formidable a system throughout the line, it may be matter for consideration whether some portion may not be worked on such a principle."

In order to make clear his plan, he includes the following Diagrams:—

Let a needle to the right signify as usual, "Line clear."



A needle to the left, "Blocked"



A needle vertical that some accident has occurred either to the Train or Telegraph.



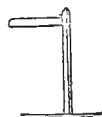
Let a semaphore closed, signify to an approaching train that the next length is "All Clear"



Let a semaphore half-closed indicate to an approaching train that there is another train on the next length.



Let a semaphore wide open stop a train as usual.

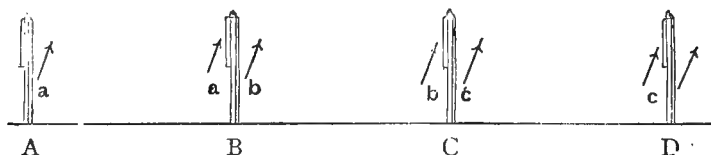


The semaphores to be replaced by colored lamps at night as usual.

Let A B C D represent the successive stations on a down line, the up line signals being omitted in the following diagrams.

The position of the instruments and semaphores, supposing the line to be all clear, will be as follows:—

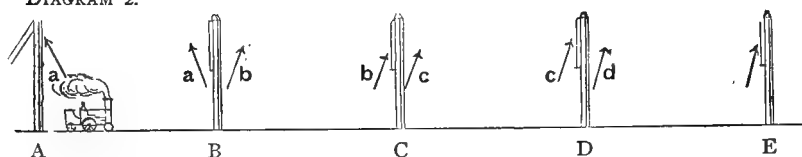
DIAGRAM I.



It must be observed that the signal clerk at A has fixed the two needles (a) (a) to line clear, having received information from B of the passage of any previous train: similarly B is holding (b) (b) over, and generally the small letters indicate the operator.

Let a train start from A and the following will be the position of the signals:—

DIAGRAM 2.

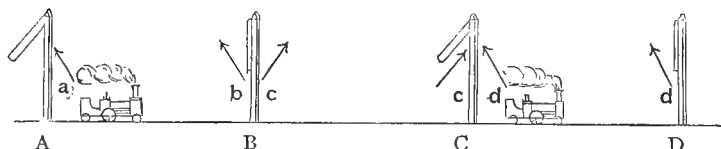


A raises his semaphore, calls B by removing needle to the left, and agitating it to the left till B holds it over to the left, or "Line Blocked," as in the Diagram (2); B raises semaphore, and when the train passes, B calls C till C holds the needle over to "Line Blocked." On the other needle B tells A the train has passed, or calls him till he holds the needle to "Line Clear," and A drops his semaphore.

DIAGRAM 3.



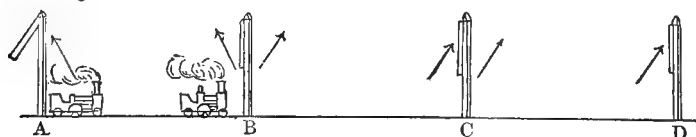
DIAGRAM 4.—Train has passed C and another entered at A; B has been called by C to hold over "Line Clear," and has lowered his semaphore; B has also been called by A to hold over Line Blocked; A and C have raised semaphores:



This would be the regular routine of work, and however complicated it may read, if we attend to B's duties exclusively we shall find them extremely simple: either he is *called* by A (diagram 2) and holds his needle over accordingly; or secondly he *sees* the train, raises the semaphore, and, calling both stations, tells A the train has passed and C the train is coming (diagram 3).

It will be at once perceived that if, in Diagram 4, a second train should pass A before the first has passed B that no inconvenience will arise: the first train learning that all is clear will run on as fast as possible over the district, while the second train, learning that there is another ahead, will proceed cautiously and give the first more chance of getting clear away. The signals would be managed as follows

DIAGRAM 5.



A having admitted the first train, and raised the semaphore and called to B to hold over "Line Blocked," sees the second train approaching; if it is too near the next, he may stop it by raising the semaphore at right angles, if not he lets it enter with the signal that there is a train ahead, the train consequently moves with caution. In the meantime the first train passes B, but when on it

doing so B calls on A to put on the "Line Clear" A immediately replies that there is a second train and that B must still keep on "Line Blocked." This would be the case with a third train, etc., and the number of the trains may be indicated by the motions of the needle.

He closes his report with a strong appeal for uniformity in all details, whether mechanical or executive, so as to ensure a complete understanding through the whole railway communication of the country; all instruments upon every line should correspond in their minutest details, etc., a similar combination should be extended to the rules and regulations laid down for the working of the Telegraph; and he goes on to submit a code of rules for Captain Huish's consideration.

The Directors of the L. & N. W. agreed to adopt the system, and it came into force with very slight modifications, on the Southern Division only; the lettering on the dial was altered, "Train on Line," becoming the left hand signal; "Line Clear" the right hand; and at the top needle vertical indicated "Line Blocked."

The closing paragraph in Mr. Clarke's preface to the system of train signals will shew how near to an absolute block system the author ventured to come.

"It will be observed that in the following system it has not been thought desirable to forbid two trains entering on the same length of line between the signal stations; it is however evident, that if the stations are placed sufficiently near together to avoid delays from stoppages, that by such an arrangement all accidents from collisions will be quite impossible, and in this case the caution signal will be entirely cancelled."

In the instructions to the engine drivers we find the following order as to indicating obstruction on the line:—

"Should your train break down and obstruct either the up or down line, you will immediately proceed to the nearest telegraph post, having white porcelain insulators, and by disconnecting both the railway wires in the manner that will be explained, you will give notice of the obstruction so that all other trains will be cautioned: but you will not neglect, in addition, the usual precautions taken in such cases to stop approaching trains.

"You will observe that every alternate post has a special description of insulators, easily recognised for the purpose of disconnecting the wires."

It will be seen that these telegraph regulations formed a remarkable forward movement in the control of railway train running, and were thoroughly thought out and elaborated by practical minds. I believe Mr. Preece, now Sir William, late of the General Post Office, was the "collaborateur" of Mr. Clarke in their initiation; in theory they approached perfection, but many instances of accidents, occurring under their regime, showed their weak points and should have led to their improvement earlier than was actually the case; the first weak point was the practice of admitting or rather interjecting the train without the prior concurrence of the man at

the other end, the previous signal of "Line Clear" being taken as authority. Again, one, two, or three trains could thus be interjected: count was lost, "Line Clear" forwarded when all the interjected trains were erroneously supposed to have been signalled as passed, and trains uncautioned entered at full speed an occupied section. Various plans in which both Mr. Newman and Mr. S. M. Martin, District Officers of the Electric Telegraph Company took much interest, were adopted from time to time, such as slates on which the order of the entering trains was noted and one by one crossed off, or subsequently small frames with pegs "one" "two" "three" for the signalled trains; but it took many years of close watching and gradual modification to bring about the much needed improvements. In the meantime the uniformity for which Mr. Clarke argued failed entirely to be appreciated by railway authorities, and each of the leading lines, as telegraph sectional working was gradually adopted, brought into use its own separate system, and in long years afterwards these variations gave rise to many difficulties for the Railway Superintendents to tackle when attempt at uniformity was made.

Although the two mile telegraph system came into force on the London and North Western Line, it was by no means enthusiastically supported by the Company's Manager in the first instance.

In 1856 Captain Huish, hesitating as to the utility of the system, writes to the Board of Trade that the telegraph instruments have been very much affected, making short circuits work independently; especially as regards the bells, much derangement having taken place through thunder-storms,

"the instruments have been more frequently affected than he thinks should be the case to be consistent with the unerring certainty such a system should possess."

The adoption of the improved electrical appliances of the lightning bridge and of placing the batteries in a covered place; of insuring the handles being in such a position when out of use as to give no interpolated signals, etc., gradually gave the needed sense of security in the system; but the want of skill and want of knowledge on the part of Wolverton-trained signalmen at first resulted in unexpected developments. One of Mr. Bruyeres' stories narrated how, between two of the signal boxes near London, failures were frequent, the one signalman being charged with inattention, the other with giving confusing signals. Determined to discover the cause, one man decided to walk from his own signal box to the other to catch his comrade "*flagrante delicto*." In vain! the signals were in perfect working order. Again and again the same result; at last, however, it was discovered that the one man was in the habit of having a 4 o'clock tea brought to his signal box; the friendly kettle was placed over the battery, and a short circuit was set up which intercepted all signals and was the active cause of the irregularities.

The telegraph instructions, as drafted by Mr. Edwin Clarke, appear to have been issued to the line through Mr. Bedford, but as might naturally be

expected as weak points developed themselves, circulars were issued to the signalmen and staff with a view to correct the deficiencies.

For some reason, when this two mile telegraph system was commenced, it was not considered necessary to have any distant signals whatever at those intermediate telegraph posts which were introduced between stations, and much of the irregularity that occurred in connection with the new system arose from this fact.

The regulations for these men laid down that:—

The Telegraph Station Policemen will keep their needles held over to “Train on line” until a train has completely passed by ; and should they observe from the appearance of the passing train that it is going slowly, or likely to fail, they will still keep their needle in that position, and not give the signal back “Line Clear” until time has been allowed for the slow train to make some progress over the succeeding link.

The police in charge of the train telegraph instruments and signals, when they have to caution enginemmen on passing, are to use the same words as are indicated on the instruments, that is “Train on Line” or “Line Blocked” as the case may be. But the police at the telegraph post between stations are not to have any hand lamp in their hand. As the train passes they are to be outside their hut, and show nothing but the main signal, except during a fog, when they are to use the hand lamp in addition to their signal, taking care that the hand lamp shows the same as the main signals.

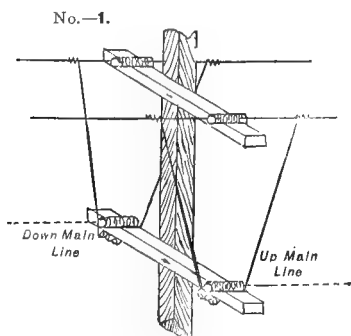
**Sand
Glasses.**

—
**Obstruction
Indicated by
V Wires with
Porcelain
Insulators.**

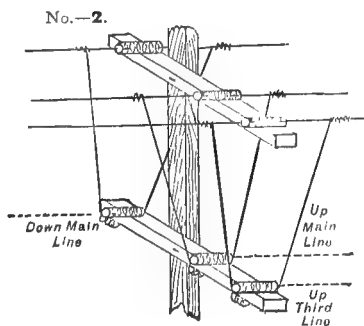
Sand glasses constructed to run for three or five minutes were provided for the men to be turned on to work on the passage of an engine or train so that the men might be sure of the proper time interval in signalling, both clocks and watches being thus economically dispensed with.

The provisions for indicating obstruction on the line by breaking the wires, referred to in Mr. Edwin Clarke's system, was an arrangement well calculated for increasing safety in connection with the introduction of the “two mile telegraph system”; it was improved upon by furnishing throughout the division V shaped loops of wire brought down in connection with the train telegraph wire so as to be within easy reach of guards or breaksmen; then in case of failure or disaster, the men could at once proceed to the loops, and by breaking the wire, made purposely thin at those places, cause the telegraph circuit to be instantly interrupted, the needles at the two ends of any section would at once cease working and automatically show the signal “line blocked”; there were two loops on each post—the one on the down side of the post referred to the down line, the one on the up side of the post referred to the up line; prompt action on the part of the guard thus enabled him to signify “line blocked” for one or both lines of railway, and by this means instant intelligence could be given of a blockade of the line opposite to that on which his train might be running, a very manifest advantage in protecting the line, although of course the information as to “line blocked” could only be serviceable in case any approaching train had not already entered the section unwarned.

In the Rule Book of 1867 diagrams were introduced shewing the arrangement of loops for the up line, the down line, and the third or up goods line.



Pole as fixed on down side of line.



Pole as fixed on down side line.

SKETCH NO. 1.—65. The two lowest Telegraph wires are the Train Telegraph wires, and are fixed one on each side of the Telegraph Pole, the wire on the Down Line side of the pole being the wire for the Down Trains, and the wire on the Up Line side that for the Up Trains. Certain Telegraph Poles have a special description of Insulator, belonging to these two lower wires, with a loop of wire joining them, as shewn in the sketch No. 1.

SKETCH NO. 2.—66. For the Third Line, between Bletchley and London, a separate Wire is provided; and, likewise in other places, where there may be more than two running Lines, a separate Wire is provided for each additional Line or Lines, the Wires referring to the Up Lines being always on the Up side of the Poles, and those referring to the Down Lines on the Down side of the Poles. The loops referring to the outermost Lines are the outermost loops; those referring to the two Main Lines being always the inner loops—that is to say, the Insulators to which the loops for the Main Lines are attached are those nearest the Pole, as shewn in sketch No. 2.

However beneficial the idea might have been, the arrangement, as extra lines opened, became cumbersome, and numerous complaints as to "contacts" interfering with proper telegraph working arose so that at length the whole loop system was abandoned; it had never been adopted outside the Southern Division, except experimentally on the Birkenhead Line between Chester and Mollington where it had a short-lived existence.

The whole of the trains on the division were accustomed on account of the tunnels to carry a lighted tail lamp on the last carriage, and very serviceable use was made of this arrangement by adopting it as the criterion of completeness of the train and the proof that no vehicle had become detached on the road. A rule on the point was promulgated in November, 1856.

On a train passing a telegraph post without the tail lamp on the last carriage, the policeman on duty will telegraph onwards "Train on Line," but he will not telegraph back to the last post "Line Clear" but continue his needle blocked "Train on Line" until the next train passes him complete that he may feel satisfied that the line is clear.

This provision of a tail lamp on the last vehicle was subsequently extended throughout the line, so that by day as well as by night the signalmen might be assured that the train was complete that no vehicles had become detached on the road, so that the order to carry a tail lamp lighted by night and unlighted by day became the standard rule; it was accepted by the Railway Superintendents and found its way into the Clearing House Regulations, although some of the lines preferred to carry a red target with L. V. (last vehicle) painted thereon. In order to obviate the complaint that in some positions the signalmen were unable to see the tail lamp at night, a simple but effective plan was adopted of introducing in the lamp frame a couple of side lenses so that the gleam of the light might be plainly observable at the side of the line for each passing train.

**Tail Lamp
on last
Vehicle.**

By a circular of Captain Huish's, dated 29th February, 1856, we find the first reference to safety points in connection with sidings: it intimates that a short length of siding with points open for this short siding has been laid down at the end of the through sidings at Watford, Tring, Leighton, Bletchley, and Blisworth to prevent engines from entering upon the main line without the points being shifted.

A single engine being in the siding, and having to enter on the main line, the points will have to be worked by the fireman, after permission has been received from the policeman on duty, according to order.

A train having to leave the siding to enter upon the main line, the points will have to be worked by the guard or brakesman, after he has received permission from the station-master to start.

The enginemmen are to be careful, in starting their trains, that they do not get into speed until receiving the signal from the guard that he is in his brake-van.

Prior to these safety points being introduced, the Bruyeres-Bedford Order ran, 14th November, 1855:—

“Remind your foremen and shunting porters they are not to give directions, either by signal or otherwise, for an engine to enter upon the main line at the far end of the through sidings without the verbal consent of the policeman in charge of the station main signal, so that the telegraph notice may be sent forward to the next telegraph station, and the main line signals turned on to danger.

**Opening
of up
3rd Line
Watford
to
Primrose Hill,
1st July, 1858.**

It was not till 1858 (1st July), that any portion of the up 3rd or goods line was completed and opened for traffic; it commenced at Watford, with facing points nearly opposite the station-master's house, and extended to the north of Primrose Hill tunnel. There was also a 4th line on downside from the latter point to West London Junction (now Willesden): the 3rd line was subsequently extended as far north as Bletchley, and was carried through the long tunnels at Watford and Primrose Hill without an actual junction of rails to the up passenger line, but in the way the American engineers call a “gauntlet,” the lines lying close together, “hugging each other” through the tunnels and then widening out to the ordinary distance.

The 3rd line was furnished with facing points for the purpose of connecting with the main up passenger line when needed; these facing points were ordered to be kept "cotted open" for the third line, and only to be unfastened when a train had to pass to or from the passenger line.

Signal
Lights
for
3rd line.

The trains running on this third line were appointed to maintain an uniform speed of 15 miles an hour, and had to carry in front a distinctive board by day and a green light by night, those on the passenger lines having only a white light.

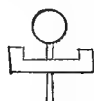
The brake-vans on the 3rd line carried 2 red side-lights and a green tail lamp.

The signals for the goods lines were to be semaphores, in most places erected abreast of the passenger line signals, but without any distant signal except at the terminal north of Primrose Hill tunnel. The passenger line signals were to remain with the auxiliary or distant signals therefrom, as lofty "disc" shaped signals. :

At night, of course, the distinction between disc and semaphore would not be perceptible, so the following complication was introduced :—" At night the goods line signal post is distinguished by a fixed green light, placed immediately below the lamp, that will shew either a red or a white light, according as the trains are to stop or proceed." (July 1, 1858.)

It is curious to observe that, while throughout the whole of the northern portion of the line, the semaphore was adopted both at main and at distant signals, yet in the southern division the standard signal adopted was the disc on masts as lofty as the semaphores; these discs, no matter whether painted red or white, shewed alike for the up and down line, and against a sky line or in the dusk, no difference would be perceptible to drivers in the matter of colour. To get over this difficulty, the plan was adopted of adding a cross-bar below the disc, the cross-bar having at its ends a couple of short arms, thus :—

For the up line the arms are turned up



For the down line they were turned down



It was at best a poor make-shift, and the "survival of the fittest" ere long established the simple semaphore as the standard type along the whole line both for main and distant signals; those for the relief or extra lines being distinguished by a ring on the semaphore arm—



CHAPTER VI. 1862—1863.

Exhibition of 1862: Excursion Arrangements with Competitive Companies—Accident at Market Harboro', August, 1862—South-Western route, only Line connecting North and South of Thames—Mr. Archibald Scott's Reminiscences—Punch's Line to Shepherd's Bush—West London Extension Railway—Octuple Agreement—English and Scotch Agreement, and Train Service—Conductors—Preston Station North Union Line—Maudlands Crossings—Carlisle Station—Lancaster and Carlisle Line—Furness Railway—Morecambe—Blackpool—Holyhead—Dublin Steamers—Chester and Holyhead Line—Manchester District, Joint Lines and running powers—Standedge Tunnel—Pilot Staff working—District Officers.

THE sketch of affairs in the Southern Division will give a fair idea of the circumstances in which I found myself, on coming up to Euston, in the new capacity of Outdoor Superintendent of the Line.

The negotiations with other lines of railway, except locally in this division, had not been dealt with by any specially appointed officer, and I now received instructions to attend many Conferences and Committees, at which I was a novice and had cautiously to feel my way. Questions such as the charges for perishable market produce from Dublin, Belfast, etc., by "Van Parcel" rates; Irish fares, Scotch fares, and Welsh fares; those competitive with the Great Western, the Lancashire and Yorkshire, and the Midland, alike for ordinary traffic, Tourist, Harvestmen, &c., all had to be dealt with at various Conferences, some held monthly, some quarterly, some spasmodically. At all it was expected that the North Western representative should be to the fore; and amid them all the Lancashire lad's notion, that "his duty towards his neighbour," was to "keep his oie on him," became very generally applicable. The journeys to attend these Conferences, and the discussions as to competitive routes and places, afforded valuable lessons in railway geography not generally attainable.

In addition to attendance at such meetings, it was frequently my lot to be told off to accompany any visitors of distinction who might be travelling over the line. Prince Oscar, of Sweden, having Colonel Kingscote in attendance, in May, 1862, travelled from Birmingham to Crewe, and visited the Works there, thence he proceeded to Bangor, and after inspecting the Menai and Britannia Bridges, and going over the Government Harbour Works at Holyhead, returned by special train to Birkenhead. In the same month, the Japanese Ambassador travelled on the line, and on the 16th May, I had my first experience of a journey in actual charge of Royalty, as Prince Leopold travelled by the Limited Mail from Euston to Carlisle, going towards the North; and in the following week I was instructed to attend at Bristol, and thence take charge of the through carriage, run for Prince Arthur and his equerry, Major Elphinstone, to Carlisle. The Viceroy of Egypt visited England in July, and required a special train to Liverpool; and I had to accompany him throughout his visits to Liverpool and Manchester.

In August, 1862, the Queen, returning from Scotland, travelled by the North-Western from Carlisle; and on the next day I had to take charge of the journey of the Princess Hohenlohe, who, for some reason, left the Royal train at Carlisle. Mr. Cawkwell, the General Manager, was at this time accustomed to accompany the Royal train on the occasion of Her Majesty travelling, and the whole arrangements were placed in his hands, by correspondence with General Grey, even to very small details. Indeed, my first mission in connection with these Royal trains was, under his instructions, to arrange with the Great Western Company's Station Master at Leamington, as to tea for Her Majesty and suite, on the down journey in the spring of this year.

1862. To the Exhibition of 1862, the London and North-Western Company sent two of their locomotive engines, one, "Caithness," from Wolverton; the other the noted "Lady of the Lake," from Crewe (Ramsbottom); the latter held the distinction of the prize medal.

**Exhibition
of
1862.**

At the meetings called to settle the terms for the conveyance of "Bodies of Work people," in connection with this Exhibition and for Excursion arrangements generally, I made the acquaintance of Mr. Seymour Clarke, General Manager of the Great Northern, and again came into touch with Mr. Allport. The London and North-Western, Great Western, Great Northern, and Manchester, Sheffield, and Lincolnshire, were all bound by a mutual agreement as to the Excursion fares to London; and any attempt to depart from agreed figures was most zealously watched. Pressure for some reduction came from large works in Lancashire, desirous of taking their employes to the Exhibition in train loads; the Northern Companies were willing to make some concession, but it was necessary to obtain the concurrence of the Great Western Company; at one of the Conferences I was instructed with Mr. Allen (then chief clerk to Mr. Kelley, who had become Great Western Railway Superintendent at Paddington) to find Mr. Saunders at Westminster, and endeavour to obtain his consent, as Manager of the Great Western Line, to the proposed terms. He was obdurate. "I could have told you so," said Mr. Cawkwell, when I returned from my mission. Unprogressiveness seemed the distinguishing mark of Paddington at that time!

The annexed table will shew the extent to which Excursion facilities had at that time been granted, and the regulations in force between the Companies. These regulations were the basis on which subsequent competitive Excursion arrangements were founded, but year by year further extensions of time and greater liberality in fares were conceded. Much diversity of view existed among the Managers, as to the advantages of encouraging Excursions, some considering they impaired the receipts from ordinary traffic, while others viewed them as furnishing entirely new revenue.

[copy] EXCURSION ARRANGEMENTS AND FARES BETWEEN COMPETING POINTS
ON THE
LONDON & NORTH-WESTERN, GREAT WESTERN, GREAT NORTHERN,
AND MANCHESTER, SHEFFIELD & LINCOLNSHIRE RAILWAYS

Excursionists at the Short Period Fares are to have one return only on any day within 5 days from the date of issue, Sunday being considered as a "dies non"—thus, a Passenger going on Monday is to return not later than the Friday following; or a Passenger going on Saturday is to return not later than the Thursday following.

The Companies are to intimate to each other their intention to run Excursion trains two clear days before they publicly announce the same—Sunday being considered a "dies non"—thus, if notice be given on Saturday the advertisement must not appear before Wednesday; or if given on Monday before Thursday: either Company receiving notice to be at liberty to follow under the same conditions, and to let their advertisements appear on the same day.

	London.			Leamington and Warwick.			Birmingham.			Wolverhampton.			Shrewsbury and Wellington.			
	Day Trips.		Short Period	Day Trips.		Short Period	Day Trips.		Short Period	Day Trips.		Short Period	Day Trips.		Short Period	
	Cov. Car.	1st Class.	Cov. Car.	Cov. Car.	1st Class.	Cov. Car.	Cov. Car.	1st Class.	Cov. Car.	Cov. Car.	1st Class.	Cov. Car.	Cov. Car.	1st Class.		
Leamington and Warwick	6/6	13/-	8/6	17/-	...	...	2/-	4/-	...	...	...	...	2/6	5/-	3/6	7/-
Birmingham	7/-	14/-	10/-	20/-	...	...	3/-	6/-	4/6	9/-	...	...	4/6	9/-	6/6	13/-
Wolverhampton	7/6	15/-	11/-	22/-	...	...	...	...	7/6	15/-	...	...	5/6	11/-	8/-	10/-
Shrewsbury and Wellington	Nil	Nil	12/-	24/-	...	...	Nil	Nil	7/-	9/-	18/-	...	...	...	...	...
Chesier	Nil	Nil	13/6	25/-	...	...	Nil	Nil	9/-	18/-	...	...	...	...	...	...
Manchester and Stockport	Nil	Nil	15/-	25/-	...	...	Nil	Nil	10/6	21/-	...	...	...	...	...	...
Huddersfield	Nil	Nil	15/-	25/-	...	...	Nil	Nil	...	...	...	...	...	...	...	...
Warrington, Liverpool, and Birkenhead	Nil	Nil	15/-	25/-	...	...	Nil	Nil	10/6	21/-	6/-	12/-	9/-	18/-	...	...

The diversity that existed in the Rules and Rule Books of the various Companies, came very frequently under review through accidents occurring, in which the drivers were shewn to have been dealing with systems of working which differed, to some practical extent, with that laid down in their own Company's Rule Book, and the Inspectors of the Board of Trade naturally commented on the diversity.

On 2nd September, 1861, a very serious accident took place near Kentish Town Station, 16 passengers being killed, and 317 injured. This took place at a Ballast siding unprotected by signals; an Excursion train, allowed to travel in advance of its appointed time, running into a Ballast train crossing the line. The Excursion train was one of the North London Company, the Ballast train and the Station Master were those of the London and North-Western Railway. The North London man had no London and North-Western Rule Book.

On 28th August, 1862, at Market Harboro', the second portion of a Midland Excursion ran into the front portion, while the latter was taking water at the station. The station was worked under London and North-Western Rules, the drivers had only Midland Rule Books, but the main debate between the Companies turned on the question of the light shewn by the distant signal, which was the only protection the first portion had. Mr. Bruyeres completely cleared his people from neglect, in spite of the energetic action taken by the Midland Railway Company through their chief officers, Mr. Needham and Mr. Markham. I may mention that Mr. Rich (recently of Euston) was Station Master at Market Harboro' at the time, and Mr. Humphreys (late of Crewe) was one of the Station employés also.

In the autumn of 1862, Mr. Swinyard, decided upon leaving the North Western Line, having been offered the influential position of General Manager for the Great Western Railway of Canada. He had a very successful career in that country as a railway officer, but finally attached himself to one of the thriving telegraph companies of the Dominion. His position as Secretary to the Officers' Conference was, after a short interregnum during which I acted, taken by Mr. Lewis H. Viner, who had also been one of Captain Huish's staff.

There were some new lines near London about to open this year (1862). One was the Watford and Rickmansworth Railway, a private enterprise of Lord Ebury's. I had the honour of one or two interviews with him prior to the opening, on November 1st, it having been arranged that we should work the line. The other, which I walked over in company with Mr. Swinyard, was called the West London Extension Line. It was laid with the mixed gauge, both broad and narrow. Its owner-

Rule Books.
—
Diversity of Practice.

Mr. Swinyard's retirement.

Mr. Viner, Secretary to Officers' Conference.

Watford and Rickmansworth Line, opened 1st Nov., 1862.

ship was of a very composite character: one-third of the capital was found by the London and North-Western, one-third by the **West London Extension Railway.** Great Western, one-sixth by the London and Brighton Line, and the remaining sixth by the London and South-Western Company. On this occasion we could only proceed as far as Battersea Bridge, which was not quite completed.

This line was a continuation of the "West London" from Kensington Southward—absorbing the old Kensington Canal, which entered the Thames at Chelsea Creek—and by its opening the **First Direct Communication North and South of the Thames.** the first direct railway communication between the lines North of the Thames and those South of it was obtained; the only connection previously existing by railway had been *via* Willesden, or, "Old Oak" sidings, as they were called, from the London and North-Western Line to the South-Western at Kew.

Mr. Archibald Scott, in his letter to me (dated 15th August, 1895), in answer to one or two points I had put to him, gave me the following resumé of his personal recollections:—

There was no connection between North and South, through or near London, until the North and South-Western Line from Willesden to Old Kew Junction was opened about 1854. When it was ready for opening, I went to Mr. T. **Mr. Archibald Scott's Letter as to the above.** C. Mills, at Camden. He said, as there was no traffic to go over the Junction Line, there was no necessity for making any arrangements, and what little traffic there was from North to South, he preferred to cart through London. I replied, then I suppose I may work the Junction Line for Goods Traffic as I pleased, and he said, certainly, if you so wish. And so I began the working of Goods Trains over it as between Old Kew (near Brentford) and Willesden Junction, which then had only a few sidings; and the working of Goods and Mineral traffic has continued in our hands ever since, that is for North and South traffic.

Many years after that, the Midland and South-Western Junction, was made up on Brent Junction, and Sir James Allport asked me to work it in the like manner. I need not say that the traffic upon both Willesden and Brent Junctions has been very large.

The West London was Punch's Line, and came down to Kensington from Wormwood Scrubs. It had no connection with the Great Western, or with Willesden for a long period; then the North-Western and Great Western bought it, and made connections, and greatly improved Punch's Line. Along with this came the West London Extension from Kensington to Clapham Junction; the two great Companies own the Extension Line, but the Brighton, and South-Western have running powers, and hold shares in it.

The South-Western have never used the Extension Line for Goods or Mineral traffic between North and South. Mr. Cawkwell wished us to adhere to the "North and South Western Junction" route, and, no doubt, he was right. In fact, there is no accommodation at, or near Clapham Junction for such traffic.

The origin of "New Kew" Station and Junction was an attempt to extend the North and South-West Junction Line from Old Kew to Kingston, which we opposed, and suggested the New Kew Junction, and that we should take on the North London passenger trains from New Kew to Kingston *via* a loop-line near Barnes, thence *via* Richmond and Twickenham, and this we did for several years, in fact, till the line from Acton to "Kew Gardens" and Richmond was opened.

I fear Mr. T. C. Mills was not the only one who thought the opening of the North and South-Western Junction Line, about 1854, of little importance. Strange now to say

that neither North-Western nor South-Western Companies took, at its origin, any interest in the project. It originated outside both. Several Southampton people were promoters, especially Mr. Thomas Hill, who was a Director of it, and then Shipping Agent at Southampton for the Peninsular and Oriental, and Royal Mail Companies. What little encouragement the promoters got, came afterwards. I may, however, claim to have assisted to a considerable extent, as I knew the importance of the connecting link.

His letter to me proceeds to give some interesting facts in his autobiography which I hope I may be pardoned for reproducing:—

My first railway was the Dundee and Arbroath, in 1838, then Edinburgh and Glasgow, then North British. I was only on the Edinburgh, Perth and Dundee for about two years, between 1850 and 1852, just before I joined the South-Western. It was not my wish to leave the North British, but Mr. John Learmouth, of Edinburgh, who was chairman of several Scottish Lines, and who befriended me often, pressed me to take the Fife Line in hand, as it was then practically bankrupt; we had both engines and carriages seized for debt.

**Mr. A. Scott's
Personal
History.**

The Fife Line always had a good traffic, its earnings per mile being very large, but the working expenditure was heavy. You started from Edinburgh with a stationary engine, then locomotive to Granton, then a broad ferry to Burntisland, then locomotive to Perth, another in Dundee direction, but another ferry at Tayport, and another railway from Broughty Ferry to Dundee. No better conducted ferries ever existed, but it was tiresome work. Fortunately I saw them out of their chief difficulties; the kingdom of Fife possesses great traffic resources.

The original idea was to start out of the Dundee and Perth, cross the Tay near Newburgh by a bridge, then run to the Forth, cross it by a bridge higher up than the now Forth Bridge, then form a connection with the Edinburgh and Glasgow; but such a route would not have accommodated the Fife districts sufficiently.

Cockshott was on the Fife Line with me, but left it for the South Devon. I always liked him exceedingly. McPherson was one of my bringing up, and a clever fellow; so was McLaren, of Edinburgh, and Cockburn, afterwards on the South-Eastern, and Chatham and Dover, all three were apprentices with me. Robert Small and I had been friends from our school days in Dundee. He was on the Dundee and Arbroath, Dundee and Perth, and Scottish Central, but never on the Fife Line. Croll was a Scottish Central man. The Scottish Central ran from Caledonian main line to Stirling and Perth, and the Scottish Midland from Perth to about Forfar. But these are olden times to write about. Robertson, of the Great Eastern, succeeded me on the Fife Line.

I have been connected more or less with the North-Western Railway since 1846-47. Having the duty of opening the first Scottish route—Edinburgh to Berwick, Berwick to Gateshead and York, York to Normanton, Normanton to Derby, Derby to Rugby and Euston. At first there were one or two gaps between Newcastle and Berwick; no Caledonian route then. I had to deal with Captain Huish, who was a tyrant sometimes, but Bruyeres stood my friend all his life. I first knew Captain Huish at Greenock, he then managed the Glasgow, Paisley, and Greenock. In 1838, I was for ten days at Newton Junction, that station then being a small wooden box. I then wanted forms of all sorts for the opening of the Dundee and Arbroath Railway. From 1842 to 1846 I was on the Edinburgh and Glasgow. In 1846 I joined the North British, about a year before it opened at Berwick.

And now a strange tale! After I had left Scotland several years both the Caledonian and North British got into grave difficulties. Christopher Johnstone had to resign, also Mr. Hodgson, and Rowbotham of the North British. In the same week I was asked by both companies to become their manager, and some friends in Scotland, to whom I had been indebted, urged me to return to Scotland. Accordingly I met the directors of both lines, separately, and said I was willing to become the manager of either railway, I cared not which, *but on one condition*, that, if possible, I was

empowered to bring about an amalgamation or union of interests of both. They would not assent to this, and so the matter ended. However, it could then have been carried out, and many millions of capital expenditure avoided by both. It was I who recommended Smithells as the Caledonian manager.

It was Mr. Scott, as the General Manager of the London and South-Western, who boldly advocated early rising to his grumbling passengers, and excited the wrath of some of them by returning their letter or complaint, as to a certain train being overcrowded, with his reply written upon it turned up at one corner, as was his wont, to the following effect :—

June, 1883. Take my advice and start on your journey earlier, and if you miss one train you will get the next. I cannot afford to wait till 9 o'clock in the morning, I start long before that hour on my work.

Reverting to the West London Extension Railway, the Company (South of Thames) which was most interested in the opening was the Brighton Line ;
West London they were without any such communication as the Old Oak
Extension. and Kew route afforded to the South-Western, and we had
Opening numerous meetings, with Mr. George Turner acting for Mr.
Arrangements. Hawkins, the General Manager of the Brighton Company, as to the running arrangements.

When the line was opened for traffic the station at Kensington, subsequently distinguished as "Addison Road," was only a single sided station, and while the trains from the North had a direct
Kensington run through it towards the South, those in the opposite
Station. direction had, on arrival, to set back through points (there for the first time called a "Scissors Crossing") to reach the station platform. This arrangement remained in force for very many years, the two Companies, South of the Thames, not feeling much interest in the station, and being, in fact, restricted in their use of it. Up to the present time (though the station, in 1869, was made a double-sided one with a second "Scissors Crossing" and bays at each end) the London and South-Western are not at liberty to use the whole length of the passenger platform, their right being limited to the portion South of the "Scissors Crossings."

The line southward from Kensington runs to several destinations. At Latchmere Junction it divides into four routes : 1st to Waterloo ; 2nd to Victoria *via* Longhedge ; 3rd to Clapham Junction Station, Brighton side ; 4th to Clapham Junction, South-Western side. At Longhedge the line again divides, one route leading to the Brighton Company's Victoria Station, the other to the Chatham Company's Victoria ; in addition to which, a further connection close by, near Longhedge, established a route for Herne Hill and the South by the London Chatham and Dover Railway. The ultimate merging of these five-fold Junctions, from two or three signal boxes into one large controlling junction box, was a complicated problem solved after many years.

Monthly Meetings of the Officers of the four interested Companies, regulated the somewhat complex arrangements of the West London Extension Railway, in which I took part from the commencement. Mr. Grew, who after leaving Birmingham had been in charge of Oxford Station, was appointed the first Joint Superintendent of the Line, with offices at Kensington Station. The Officers who attended these meetings varied from time to time. The Great Western Company were represented first by Mr. Tyrrell, then for a long continuance by Mr. Alfred Higgins, subsequently by Mr. Hart. The South-Western were at first represented by Mr. Archibald Scott, then by Mr. W. M. Williams, subsequently by Mr. Verrinder, and for a while by Mr. Tyler, who met a terrible death in testing a new lift at Waterloo Station. The Brighton Company, originally by Mr. George Turner, then by Mr. W. J. Williams—called “tall” Williams, to distinguish him from his namesake on the South-Western. Mr. W. J. Williams had the distinction of being the only railway man, who had risen to be a Superintendent, who could boast of having been run over by a locomotive engine and escaping scatheless. Such however had been his experience. He was knocked down by a train in shunting into the “four foot” and had the presence of mind to draw himself clear of the rails. It was rather blood-curdling to hear him describe his sensation as the engine came up, knowing his life depended entirely on the depth of the fire-box!

He was succeeded by Mr. J. Richardson.

The parent line existing between Kensington and Kensal Green, known as the “West London,” had a somewhat notorious existence, and in the fifties, was, as stated by Mr. Scott, known as Punch’s Line. “Punch’s Line”—the ridicule poured upon it in the columns of that periodical being constant. It certainly started from no point of importance, and terminated “no where;” the only passenger was described as “the Brook Green Militiaman, who managed to form himself into a square.” The original title of the line was the Birmingham, Bristol and Thames Junction, its object being to unite the London and Birmingham and the Great-Western with the South-Western districts of the Metropolis, and communicate with the River Thames by means of the Kensington Canal, a junction being formed with the London and North-Western, near the Kensal Green Cemetery. The North-Western and Great Western became joint owners; and the line crossed the Great Western on the level, the archway through which it passed is still visible. Mr. Hortin, late Station Master at Queen’s Park, tells me he was one of two men who were appointed to control the traffic which made use of the line. It was a single line, starting from near to the present Willesden Junction, and extending to Kensington High Road, beyond Shepherd’s Bush. There

Officers of
West London
Line.

Punch’s
Line.

Crossing
Great Western
Line on the
Level.

were points leading into the present London and North-Western Creosoting Yard, and, in addition, there was a bar of wood, worked by the man in charge, which was lowered down by cords to act as a stop across the single line whenever any train had to pass on the Great Western main line. The Great Western Company also had a signalman, with protecting signals towards Ealing, but in what way the communication to and from that station as to approaching trains was made, Mr. Hortin does not recollect. A very serious accident took place at the crossing in the year 1855, owing, so the Board of Trade Inspector reports, to a signalman being employed who "had only two months' experience, and to whom the system of signalling adopted at the place had not been properly explained." The level crossing was very shortly done away with, and now the North-Western end of the line passes over the Great Western main line; and the Great Western end of the line, passing under the West London, curves to the right and effects a junction at a place known locally as the North Pole.

The following Extract from the Board Minutes of the West London Railway, 1844, will give some idea of the crude system of working in operation on this line at that time.

Extract—Friday, October 25, 1844.

Mr. Matheson's weekly report, dated the 24th instant, was read. It stated that when the 5.55 down train from Kensington to meet the 6.0 o'clock down train to Wolverton, on the London and Birmingham Railway, arrived that day at the Great Western Railway, with one passenger for Harrow, it was not allowed to cross the Great Western Line, as the 10.30 up train from Exeter had not arrived, and did not arrive until a few minutes before 7 o'clock, being more than an hour behind its time, which has frequently been the case lately; and that the passenger was therefore obliged to be brought back to Kensington very much disappointed and dissatisfied, and said he should hire a post Chaise at the Company's expense, as there was no other train calling at Harrow that evening. That there was a gentleman booked at the London and Birmingham Junction for the 6.10 up train to Kensington, who had to walk, from the above cause, to the Great Western Junction, and got wet through.

Some disputes appear to have arisen between the Lessees of the line, and, pending legislation, the line ceased to be worked for some length of time. Passenger traffic was certainly entirely discontinued—its short lived story appears to be as follows:—

"Bradshaw's Guide" for May, 1844, shews a new station open on the London and North-Western Railway called Willesden. Prior to this there was nothing between London and Harrow. This Willesden station, six miles from London, and Sudbury (8), were opened on the same day, together with those at Pinner and Bushey. Willesden was a small roadside station on Acton Lane, which the passengers of that day believed to be constructed for the sole accommodation of the Manager, Captain Huish, who lived at a short distance from it.

Punch's Line.
West London
Railway, opened
only July, 1844,
to January,
1845, for Pas-
senger Traffic.

In July, 1844, a new intermediate station, called West London Junction, $5\frac{1}{4}$ miles from Euston, is shewn, but no mention is made of the West London Line till September in that year, when it has a separate heading in Bradshaw's index and pages. The notice states the line is "in conjunction with trains on London and Birmingham and Great Western Railways. From Kensington to Birmingham at 6.35 a.m.; to Tring and Aylesbury, 10.0 a.m.; to Wolverton, 2.55 and 5.55 p.m.; meeting trains from Euston Square at 7.0 and 10.15 a.m.; 3.0 and 6.0 p.m. respectively. From Kensington to Maidenhead at 8.50 and 10.45, and 6.20 p.m.; meeting trains from Paddington at 9.0 and 11.0 a.m.; and 6.30 p.m. respectively. From Road to Kensington 7.30 a.m.; from Aylesbury at 11.0 a.m.; meeting trains from the Junction at 10.30 and 12.15 noon. From Slough at 9.0 a.m. and 6.0 p.m.; meeting trains from the Junction at 9.40 a.m. and 6.40 p.m. Fares: 1st Class 1s., 2nd 6d."

Then in "Bradshaw" for January, 1845, appears, on the previously allotted space, the notification: "West London Railway—closed for the present." And West London Junction disappears from the London and North-Western time-table, and for twenty years it lay dormant so far as passenger traffic was concerned.

The still existing building at the South of the down platform at Willesden Junction, is reported to have been close to the place at which passengers, to and from Punch's line, left the London and North-Western main line; but in what way those from the Great Western system, which was crossed at right angles, joined the train, does not appear.

Prior to the construction of the Hampstead Junction Railway, a service of trains had been run by the North London Company *via* Primrose Hill Tunnel to Kew, passing off the North-Western main line close to West London Junction, but, judging from the reports of an accident which took place here on July 26, 1858, the junction arrangements must have been very primitive. It appears that there was no junction signal for the trains to Kew. The 4.0 p.m. express from Euston that evening took the road which led into the "North and South-Western" sidings, and had a bad smash among the wagons. The facing-points required padlocking and unpadlocking for each transit, and while attending to one set of points requiring unlocking, the man in charge inadvertently left the facing-point open from the main line to the siding, and along this open but erroneous course the Manchester express ran at speed into the wagons on the siding. Yolland's report on the occurrence could not have been pleasant reading at Euston Headquarters.

In 1862, the year of the second Exhibition in Hyde Park, the idea of a

West End terminus was revived, and for the purposes of the traffic to the Exhibition, the somewhat rough terminus near Kensington, High Road, was utilized. Many of the North London Company's trains were run daily *via* Camden "to the Exhibition," so the Guide Book stated, but the passengers must have found some considerable distance to be traversed on foot, or by the 'buses which Chaplin and Horne organized to and from the Exhibition. These trains had no platform at Willesden Junction, they were turned through the facing-points, just mentioned, from the main line to the Kew line or sidings; there the engine ran round the train both going and returning. This arrangement was in force till the close of the Exhibition. The terminus at Kensington was used for many of the excursions to the Exhibition during its continuance.

**Kensington
Station opened
in 1862 for
Exhibition
Traffic.**

In November of that year a service of four trains each way was commenced to run from Harrow to Kensington and back. These did not call at the West London Junction, there being no station there, but they called at Willesden (Acton Lane) Station for the first five months; afterwards they ran through from Sudbury without any intermediate stop, until the opening of Willesden Junction Station.

In February, 1863, a service of trains was run from Kensington by this West London route, *via* Kilburn, to Camden Ticket Platform, where passengers joined the North London, over a long footbridge. Mr. Mansel, who had left Liverpool, succeeded Mr. H. Chubb, in the previous September, as Manager of the North London Railway, and he decided on calling their terminal station, Chalk Farm, instead of Hampstead Road.

In May, 1863, after a conference, on the spot, with Mr. Moon and Mr. Mason, it was decided to extend these trains into Euston; the left-hand short platform, beyond the bookstall, at the terminus being set apart for this purpose—hence called the Kensington Bay. An attempt was made to cultivate the Crystal Palace traffic by special trains from Euston on Saturdays and Mondays.

The arrangements in connection with this route for a comprehensive system of through Bookings to the Southern lines, brought me, early this year into contact with Mr. Sarle (now Sir Allan), and Mr. Turner for the Brighton Company; with Mr. Eborall, Mr. J. P. Knight, and Mr. Whateley, for the South-Eastern Line; and, subsequently, with Mr. J. S. Forbes, and Mr. Mortimer Harris, for the London, Chatham and Dover; while for the South-Western Line, Mr. Archibald Scott acted as factotum. Mr. Scott agreed to our putting on, *via* Kensington and West London Extension route, a service of trains which established a connection (unfortunately, somewhat short-lived), between the London and North-Western and the South-Eastern, serving the London and South-Western also, as it passed through Waterloo. This was commenced in July, 1865, and, starting from Euston,

served Camden, Kilburn, Kensington, then, after calling at Chelsea, Battersea, and Vauxhall, passed through the centre of Waterloo Station by a temporary single line connection to Blackfriars, and so to London Bridge.

The **through traffic to Scotland** was one of the subjects that early fell to my lot to deal with. There existed at this time, under the "English and Scotch Agreement" as it was called, an arrangement by, **Through Trains to Scotland.** which, as between the East Coast route and the West Coast route, the whole receipts were "pooled" (an imported American expression) and divided in certain agreed proportions. This had the effect of preventing any hostile action between the parties by reduction of fares, or acceleration of speed, but it also resulted in leaving the London and Edinburgh traffic to the East Coast route, and the Glasgow business to the West Coast; a state of things which continued quietly to exist so long as the Midland terminated at Normanton on the one side, and at Lancaster, *via* Skipton, on the other. All competitive fares were agreed at the English and Scotch Quarterly Conference, while so far as the train arrangements were concerned, those for the West Coast route were regulated at meetings held between the officers of the North-Western and the Caledonian Railways. The first I attended was on the 27th November, 1862. The controlling power at that time on the Caledonian was their Chairman, Colonel Salkeld; Mr. Christopher Johnstone was the General Manager, and Mr. Henry Ward, the Superintendent.

This "English and Scotch Traffic Agreement" dated from 1st January, 1856, and was the outcome of a conference between the representatives of the **English and Scotch Traffic Agreement.** interested Companies at the close of the year 1855, at which it was reported that as the Octuple Agreement would shortly expire, it was desirable that some steps should be taken to continue or extend its provisions.

The Octuple Agreement was an arrangement for sharing the traffic from London to eight principal towns in the North-Midland district of England, based on an agreement which Mr. W. E. Gladstone, then coming to the front in public affairs, had had a very leading part in determining.

The conference by which the establishment of the New English and Scotch traffic agreement was first debated was attended by

Mr. Dickie, G. & S. W.

Mr. Fitzsimons, L. & C.

Mr. Hardie, N.B.

Mr. C. Johnstone, Cal.

Mr. T. C. Mills, L. & N. W.

Mr. A. C. Sherriff, Y. & N.M.

Mr. G. Thomson, G.N.

Mr. Walklate, Mid.

In the result it was agreed to adopt certain percentages for division of traffic, to remain in force for fourteen years; the agreement was sealed by the seven interested companies, the London and North-Western, the Lancaster and Carlisle, the Great Northern, the Caledonian, the North

Eastern, the North British, and the Midland. Mr. W. E. Gladstone was named as the arbitrator, failing him, Mr. S. Laing.

The train service to and from Scotland, judged by present lights, was of a very indifferent character, so far as speed was concerned. There was no 10 o'clock day express till June, 1862; the morning train from Euston left at 9.0 a.m., 1st and 2nd class only, and did not reach Edinburgh till 8.45 p.m., nor Glasgow till 9.10 p.m. The night train for general Scotch traffic left Euston at 9.0 p.m., and took upwards of 12½ hours to reach Edinburgh, and 13 hours to Glasgow. The Limited Mail, 1st and 2nd class, then leaving Euston at 8.40 p.m., was limited to three carriages only, so far as passengers were concerned; one running to Perth, one to Edinburgh, and one to Glasgow. The train had no competitive service from King's Cross, and was timed to reach Edinburgh at 7.10, and Glasgow 7.22. The restrictions on the train at the hands of the Post Office authorities were very close, and the concession of an extra vehicle to accommodate royalty entailed a visit to the Post Office to ask concurrence, and an undertaking that the punctual arrival should be maintained. The manager, Mr. Cawkwell, refused to allow the Directors' Passes to be available by the train, and even when I had occasion to travel in attendance on any special parties, I had to take a ticket for my journey.

"Conductors" were placed in charge of the passenger trains to Scotland; they were a class of men of a higher standing than ordinary guards: at first they were appointed to travel between London and Glasgow, but, in 1865, through a joint recommendation between Mr. Croll, of the Scottish Central, Mr. Ward of the Caledonian and myself, it was agreed they should travel between Euston and Perth instead. The smartest guards were generally selected as conductors, the appointment resting alternately with the Caledonian and the London and North-Western. Mr. Preston, late station master at Carlisle, was early in his history one of these conductors. While the ordinary guards were responsible for the proper working of the vans in their own charge, the conductor was specially responsible for the luggage going through to Scotland, and in early days had a waybill of every package. Much of this luggage to avoid change on the journey (for the vans did not run beyond Carlisle) was roofed on the carriages and strapped down under heavy tarpaulins; the night passengers at stations like Preston, with its then very low platforms, experienced very rough thumpings of heavy packages on the carriage roofs. Luggage slides were in use for lowering the articles, and broad steps to enable the men to pass up trunks, etc., from the platform to the men attending to the roofs. Mishaps were not unfrequent owing to striking bridges through careless loading, luggage overhanging and falling off through getting out of position by oscillation while travelling, fire arose from engine sparks, and frequent annoyance

1862.
Train Service
to Scotland.

Conductors.

Roofing of
Luggage.

was experienced through the carriage roof lamps going out, their supply of air being cut off by close packing of luggage. I had the satisfaction of seeing this roofing of luggage, a relic of old coaching days, gradually but entirely dispensed with, the manager agreeing to my recommendation to adopt the plan of a separate luggage compartment in the centre of the passenger carriages, similar in style to those I had observed in Birmingham on the North Eastern Railway stock. Among the first vehicles to be

**W.C.J.S.
West Coast
Joint Stock.**

so furnished were the new Composite Carriages of what were called the West Coast Joint Stock, distinguished by initials, W.C.J.S., which have often puzzled passengers of an enquiring turn of mind. Travelling on one occasion with the General Managers of the two Companies I called their attention to the curious fact that the initials on the Stock, W.C.J.S., represented their own personal initials, William Cawkwell and James Smithells, but they repudiated any joint holding in the stock!

This rolling stock belonged jointly to the four companies which participated in the route from London to Aberdeen, and the proportions of ownership were worked out in the first instance by the superintendents on the basis of the number necessary to complete the journeys of one day's travel by the ordinary time-table. The four companies were—Scottish North-Eastern, Aberdeen to Perth; Scottish Central, Perth to Greenhill; Caledonian, Greenhill to Carlisle; London and North-Western, Carlisle to London. The Caledonian Company has long ago absorbed the two former companies, and become the owners of the through line from Carlisle to Aberdeen. The introduction of the luggage compartment necessitated an increased length of frame, but an improvement followed in steadiness of running. The maintenance of this class of stock has always been a strong point with the chief authorities of the two companies, and from time to time improvements have been introduced, the older vehicles being absorbed by the owning companies. Mr. Bore's efforts at Wolverton at introducing sleeping berths and lavatory accommodation were not very successful at first, indeed, his 'prentice attempt at the latter was of such a primitive character that even a Dutch Boer would have felt astonished; but improvement has followed improvement, and at the hands of Mr. Park, Mr. Bore's successor, the West Coast Joint Stock will bear comparison with any rolling stock in the world, in

**Sleeping and
Lavatory
Accommoda-
tion.**

its steady running and its comfortable appliances for day and night travelling. One fault it has, owing to the width of the vehicle the tread of the footboard is unfortunately narrow and the footboard itself inconveniently high, neither of these defects are apparent at any station with a high platform, but they are both painfully perceptible at some of the low platforms that still are the bane of the otherwise perfectly equipped London and North-Western Line.

I had to take an early opportunity of seeing and studying the stations at

Preston, Lancaster, and Carlisle, in order to understand the reports made by the conductors. At Preston was a platform scarcely above rail level, and passengers might be seen crossing the lines at all points. The station master was a man of portly frame, named Byrnes, with a stentorian voice. He had been an old Mail Coach guard on the Manchester and Carlisle Service. He resigned his position as station-master at the age of 70, but held on to the age of 85 as landlord of the "Black Bull" at Preston. For some years as clerk to Mr.

**Lancaster
and Carlisle
District.**

Chapman, the first secretary of the "North Union" as it was called, had been Mr. Dawlings, but in 1857 he removed to Euston as Mr. Cawkwell's chief correspondence clerk. Dawlings

**Preston
Station.**

had been succeeded by Mr. Carr, well known in the Fleetwood and Blackpool district as "Tommy Carr," who after having been secretary to the Humber Conference became Harbour Master of Fleetwood, and district Joint Superintendent of all the lines held jointly by the London and North-Western and the Lancashire and Yorkshire, a complicated ownership as some were to be credited half and half to each, some one-third to Lancashire and Yorkshire, and two-thirds to London and North-Western, while the Preston and Wyre Line was held one-third by London and North-Western, and two-thirds by the Lancashire and Yorkshire.

In tracing the alterations in the train running as affecting Preston, the time-tables shew that the now well-known 10 a.m. express from Euston, which as stated, only commenced in June, 1862, took nearly 12 hours to reach Glasgow. It is not a little curious to observe that the express at that time, as it does in 1899, ran through Preston without stopping; it called at Warrington and at Lancaster, the timing being—London 10.0 a.m., Rugby 11.55, Crewe 1.55, Warrington 2.35, pass Preston, Lancaster 4.7, Carlisle 6.0.

In March, 1863, a change took place and the stopping at Preston for 20 minutes "time to dine" commenced, the running times being—Warrington 2.35, Preston 3.23—3.43, Carlisle 6.10.

The dining arrangements at first were of the rough-and-ready order, a hot and perspiring woman stood at the top of the table doing the carving, which required some energetic work on her part to supply

**Dining at
Preston Station.
Scotch Express.**

the customers, all anxious to lose none of their allotted time! Subsequently the North-Western Company took this department into their own hands, and a manifest improvement by dint of constant pressure soon developed itself, many of the Directors, who had watched the French restaurants at roadside stations, bringing their impressions to bear on Mr. Taylor, the head of the refreshment department. For years this dinner became quite a speciality of the Scotch railway journey, the commodious dining room, ultimately constructed on the island platform, was often crowded at the tables on both sides, as the up and down Scotch Expresses, in their subsequent timing, were so arranged as to meet at this place.

"Twenty minutes time to dine" was the repeated notice that Miles, the station master (Byrnes' successor), gave to the arriving passengers, interspersed with his polite enquiry, "Can I lend you any assistance?"

Station Master James Miles. Miles was one of those men who must do all the work themselves and have not the knack of seeing that others take up the details. He had been station master at Walsall (on the South Stafford line) for several years, and then became one of my out-door staff watching train working prior to his appointment as station master at Preston. His health broke down at Preston, but he was appointed station master at Lytham in 1891, and died there some few months afterwards.

Less than half-a-mile to the North of Preston, the main line of the Lancaster and Preston Railway was crossed on the level by no less than three sets of rails, one was that belonging to the Maudlands

Rail Crossings on the Level at Maudlands. Railway, the other two were the lines of the Preston and Wyre, which at first had its terminus in Preston separate from that of the Lancaster and Carlisle.

I had occasion to meet Mr. Blackmore, the Superintendent of the Lancashire and Yorkshire Railway, as to the working protection of the place, when he was most emphatic as to the "priority of right of way" belonging to these lines, and at all times pressed this point with the utmost pertinacity. All these level crossings are, fortunately, things of the past, and the system of interlocking set at rest all questions of priority of way.

The other terminus of the Preston and Lancaster Line had been at the end of the branch into Lancaster, now used for goods traffic only, and it was at this place that Mr. Fitzsimons, for many years in his after life the Goods Manager of the Lancaster and Carlisle, commenced his railway career. The "Castle Station" became the passenger depôt on the opening of the line throughout to Carlisle; here for many years the Board of Directors of the Company met, and on more than one occasion the

Lancaster Station. Board Room has been used by Her Majesty, when the journey has been broken for refreshments. The head-quarters of the district were situated at Lancaster, Mr. Chauncey being District Passenger Superintendent.

Approaching Carlisle, another instance existed of a line of railway, a single line, crossing the Lancaster and Carlisle main line on the level, this

Carlisle. was at St Nicholas' Crossing, destined to be the scene of a serious collision in 1870. The goods trains of the Newcastle

St. Nicholas' Level Crossing. and Carlisle Company used this crossing; their original passenger terminus had been at London Road, in the

Newcastle and Carlisle Railway. city of Carlisle, and the Lancaster Company also had a connecting line from Upperby Junction into this London Road Station, but the Citadel Station became the ultimate terminus of both lines. There was a peculiarity in the arrangements for running on

this Newcastle and Carlisle that distinguished it from all the other lines, save one (the Greenwich Railway), in England, that is instead of using the left hand set of rails for Down traffic, and the right hand for Up traffic, the reverse course was in force. It was not till 22nd June, 1863, that the general British system was adopted.

My first special visit to Carlisle had reference to reports received from the conductors as to the marshalling of the Scotch Trains, and a meeting was accordingly held between Mr. Ward, the Caledonian Railway Superintendent, myself and Mr. Chauncey.

The station was then a "one-sided" station, and so continued till after the passing of the Bill authorizing the Midland Company's entry. The speed of all trains was limited by the Special Station Rules to four miles an hour while within Station limits, which extended nearly a mile—a restriction which the Caledonian Company's representative on the Station Committee, Colonel Salkeld, most determinately refused to relax.

**Citadel
Station.**

Mr. Preston, previously mentioned, had been appointed the Out-door Officer in charge of the station in 1862, and he remained in the service till 1888, when, after 44 years of active service, he retired. The Secretary to the Committee, and nominal Station Superintendent, was a very grave and heavy man, Mr. Thomas Jones, who was always in evidence, dressed in parsonic costume, on occasions of the Queen's train passing through Carlisle.

This Mr. Thomas Jones had been the Joint Superintendent of the Exchange Station, in Liverpool, before the amalgamation of the two rival lines, the Lancashire and Yorkshire and East Lancashire Railways; after their union he was appointed to Carlisle.

Among the Railway Companies who had their terminus at Carlisle, the Maryport and Carlisle should be mentioned. The General Manager and Superintendent of the Line was Mr. John Addison, whose railway experience commenced on the construction of the Caledonian Line as resident Engineer. He is generally credited with being the originator of the "red cap" as the distinguishing mark of the Pilotman appointed to conduct traffic up and down on a single line of rails. He was one of those men whom it was a pleasure to meet in business, straightforward, clear and open. He held the position of Manager through a long history, and subsequently became Managing Director of the Maryport Line.

**Maryport
and Carlisle
Line.**

The Maryport and Whitehaven, and the Cockermouth and Workington Lines, were being run as independent concerns. Mr. Henry Cook had the control of the former, and a Mr. J. Mason of the latter. Both of these lines ultimately became the property of the North-Western Railway, and formed the Whitehaven district. Mr. J. Mason, who took charge of the district, adopted temporarily the name of Myson, to prevent confusion with the numerous other Masons on the line; his career was a short and unsuccessful one.

**Maryport,
Whitehaven,
and Cocker-
mouth Lines.**

The bulk of the colliery rolling stock on these West Cumberland Lines consisted at that time of hopper or chaldron wagons which, however suitable for serving the furnaces on the Coast, were very inconvenient and risky when running in "mixed trains," in spite of their being furnished with buffer blocks to suit the larger description of wagons.

The North British had no through connection from Carlisle to Edinburgh at this time, 1862. Their Border Union Line was only open from Carlisle to Newcastleton.

The Glasgow and South-Western, with Mr. Gilmour as Superintendent, and Mr. David Dickie as Goods Manager, were running four trains a day into and out of Carlisle, but not attempting to compete in any way for the London-Glasgow traffic.

South of Carlisle the first station of any importance was Penrith; one of our Directors, Mr. R. D. Hodgson, Member of Parliament for Carlisle (his constituents called him Hodgen), took much interest in this place, which he always spoke of as Peerith. The Lake District was served by tourist coaches from this station; it ultimately became an important Joint Station on the opening of the connecting lines from Keswick and Cockermouth on the one side, and from Appleby on the other. A temporary Junction was in course of construction at Clifton Station, $4\frac{1}{2}$ miles from Penrith, now entirely superseded by the opening of the Eden Valley Junction. The traffic from Stockton, Darlington and South Durham under the Superintendence of George Stephenson—a namesake of the noted George—was handed to the North-Western at Tebay (two trains each way in the day), and at the same station the Ingleton Branch Line was served, diverging at Low Gill Junction through the Valley of the Lune by Kirby Lonsdale to Ingleton. It was by this link in subsequent years that, during the Midland Company's struggle to reach Scotland, a junction was effected for their train service from Leeds, Skipton, etc., until the opening of their Settle route, when Tebay fell into oblivion so far as the Midland Company was concerned.

At Tebay there was always stationed a Pilot or Bank Engine in readiness to pursue, and to back up at speed, the passenger trains travelling up "Shap bank," the heavy incline towards Scotland, and it was one of the points of interest on the journey, so soon as the train had cleared Tebay, for Passengers to watch the Bank Engine putting on steam and hurrying up to catch the running train. The impact upon the buffers was generally very perceptible. The plan was in force for many years without any untoward event, until on one occasion, through the failure at the critical moment of the train engine, a severe crush was experienced at the rear of the train, and this led to the abandonment of the practice.

At Oxenholme a junction for Windermere and Kendal was effected. The latter town is well seen from Oxenholme. It always appears strange that a route nearer to the town should not have been adopted for the line to Scotland, but the mountain backbone of England lies in the way, and although the North-Western Engineers are now engaged upon a diverging line with a mile of tunnel to reduce the Shap incline, no change as to Kendal is contemplated.

**Oxenholme
Junction, for
Kendal.**

Many of the sons of Kendal have made their mark in the Railway world, Mr. John Noble and Sir Myles Fenton among the number. The connection between the town and railway work arose originally from the fact that the first Chairman of the North-Western Railway, Mr. Glyn, afterwards Baron Wolverton, was Member of Parliament for Kendal, and also a leading spirit at the Railway Clearing House, many of the clerks in the latter establishment hailing from this town.

At Carnforth the Furness Line joined the North-Western main line. My old friend of the South Stafford Railway, Mr. McClean, with his partner Mr. Stileman, were the engineers of the line, and with Mr. Brogden as partner had constructed the connecting link from Carnforth along the shores of Morecambe Bay to Ulverston. Mr. Ramsden, an engineering pupil from Wolverton, already mentioned (see page 55), was the Manager. At one time a very heavy traffic in hæmatite iron ore (the product of the district) existed into the "Black Country," and an equally heavy traffic of coke from South Durham passed along it to the furnaces of Lindal and Barrow. The latter town advanced by leaps and bounds in its prosperity: noble Dukes graced the Board of Direction, extensive Docks were formed, Shipbuilding Companies and Jute Factories sprung up, the town was incorporated, Mr. Ramsden, the first Mayor, became Sir James, and the heyday of prosperity shone for some years on the place. Its great Tourist attractions were Furness Abbey and Coniston, with the Lakeside Station, by which Bowness, Windermere, and Ambleside were served.

**Carnforth.
—
Furness Rail-
way.**

These latter developments were mainly owing to the energy of Mr. Henry Cook, of the Whitehaven line, when he became Superintendent of the Furness Railway, and to him the district is indebted for the introduction of the *Char-a-banc*—an importation from the Continent. "Charley-Bang," they were called by the inhabitants, who failed to appreciate the foreign derivation of the name. Mr. Cook's early railway career had been with the South-Eastern Railway, and the preliminary arrangements for through bookings to Paris and the Continent were made by him. The traffic since so keenly fought for by rival lines, was at that time chiefly in the hands of the South-Eastern Company at London Bridge terminus, who (1851) announce as their great achievement:—

**Mr.
Henry Cook.**

A Double Special Express Service to Paris daily in 11 hours, *via* Boulogne and Calais alternately: changing the hours of departure, both from Paris and from London, to suit the tide and prevent all delay."

To return to the Lancaster and Carlisle line, a few miles south of Carnforth we come to Hest Bank. This is the only point on the West Coast.

Hest Bank.

—
Morecambe.

route to Scotland at which any glance of the sea is obtainable. It is at best but a short glimpse, and then it must be at fairly high tide, for otherwise a vast expanse of sand in Morecambe Bay is the only sight visible. From Hest Bank a short line, opened in September, 1864, ran to Morecambe, into the terminus of the Midland Railway there; Morecambe was the only seaside town in the North in the possession of that Company, and they dealt with it in the most liberal manner in all their Excursion announcements from Yorkshire towns. So little interest did the North-Western Company then take in the place that, although the Branch from Hest Bank to Morecambe was originally a double line, it was arranged to take up one set of rails and work it as a single line. Many years afterwards the value of the place was more fully estimated, and in May, 1888, a direct double line was run from Lancaster to a separate and commodious station in Morecambe, the use of the Midland Company's terminus being discarded.

If the Midland Company made liberal terms for the excursionists of Yorkshire to visit their town of Morecambe, the Lancashire and Yorkshire Company must be equally credited in respect of the rival watering place of Blackpool, which was served by the Preston and Wyre Railway.

Blackpool.

Mr. Blackmore, for the Lancashire and Yorkshire Company, took Blackpool under his special protection, and the large manufacturing towns of Lancashire were encouraged to avail themselves of its breezy shore, at fares remarkably low, and have never since ceased to patronize it, especially at holiday times, in crowding thousands. The North-Western at this time seemed content with their share of the revenue received through their partners. They appear to have interested themselves more with Fleetwood as the port for Belfast and the North of Ireland than with the Tourist traffic of the Coast. A large hotel called the North Euston Hotel was started at Fleetwood, which turned out a dismal failure, and ultimately was utilized as a portion of the military barracks.

The arrival place for the Passenger trains was inside the Goods shed at Fleetwood, without any platform for travellers to alight upon; they had to pick their way as best they could among the Goods lines to the steamers, which belonged to a separate Board of Management, the North Lancashire Steam Navigation Co., the leading spirit among the proprietors being Mr. Robert Henderson, of Belfast.

Fleetwood.

Mr. Axon was for many years the resident engineer, and, somewhat influenced by my criticism, as a temporary expedient prior to the opening of the present commodious terminus with its broad under and overways, he arranged a very clever mode of raising an elevated platform in the shed, actuated by a set of levers, so that on the arrival of the passenger train, the passengers had easy means of alighting.

The district officer in charge of the Preston and Wyre line was Mr. Thomas Carr, already mentioned, a man of most elastic spirits, and of irrepressible light heartedness ; but for many years Mr. Blackmore was the governing spirit of the system, and it was not without some difficulty in after years, when the North-Western Company assumed a more pronounced share in the control, by appointing Mr. Shaw, of Liverpool, to take supervision of their interests in this Joint Line, that he acquiesced in the new régime.

The Joint Officers in charge of the Preston and Wyre district have been Mr. Thos. Carr, Mr. Pollitt, Mr. Whitehall.

The officers in charge of the Lancaster and Carlisle district have been :—

Mr. Chauncey	...	...	...	1860 to May, 1869, died.
Mr. R. Pursell,	1869 to	1879,	transferred to	Northampton.
Mr. Henry Cattle	...	...	...	1879 to 1899, retired.
Mr. Lewis D. Price	...	...	...	June 1, 1899.

Turning now to the **Chester and Holyhead** District. The Irish Mail, recently accelerated, was in 1863 the fastest train out of Euston, and as an exception to any of the other trains, the daily working had to be reported to Mr. Stewart, the Secretary. Its time-keeping was remarkably good, and the Mail Steamers of the City of Dublin gained and maintained a world-wide fame for their high standard of service. The organization for dealing by the aid of their crews with the mails and with the more cumbersome passengers' luggage at Holyhead Pier, was a pattern not easily equalled, and reflected the highest credit on Mr. William Watson, the Manager and "designing mind" of the Steam Packet Company.

The Railway Company's engines were too heavy to be allowed to pass on to the Government jetty or staging at Holyhead, from which the Mail Steamers started, and consequently a small engine was attached at the passenger station, in lieu of the train engine, and by it the train was taken over a single line of way to the jetty. The Company's work was superintended by a station master of the very old style, a Mr. Massingberd, most courteous in all his ways, his somewhat fussy attentions were highly appreciated by the Irish Lords and Dowagers who regularly made the journey between London and Kingstown. Then, as now, the Mail Steamers made Kingstown their port. and a direct train service thence to Westland Row, Dublin, was in force. It seems strange to observe the name of Mortimer Harris, so long since connected with the London, Chatham and Dover, shewn as the Traffic Manager (1862) of the Dublin and Wicklow Line.

The Hotel near the station at Holyhead, generally used by passengers, after a rough passage, was the Royal Hotel ; in front of it in the high road, was a lofty post and a swinging sign, not of the Royal Arms, but an "Eagle and Child," the crest of the Stanley family. The Manageress of the Hotel was a Mrs. Head, who had for several

years been chief at the Company's Refreshment Rooms at Wolverton. The Holyhead passenger station was about a quarter of a mile from the Hotel, and an omnibus was used to bring the passengers to and from the Pier, who were staying the night or breaking the journey at Holyhead. First and second class passengers only were carried by these Mail Trains and steamers.

The London and North-Western Company ran steamers, twice daily, from Holyhead to Dublin direct, running up the Liffey to North Wall, where the Company had offices. Mr. John Roberts was for many years their agent, and subsequently (1875) became Manager of the Waterford and Limerick Railway. The Railway Company's vessels, in addition to passengers, conveyed cargo, van parcels, and live stock, horses, pigs and cattle. The drovers, dealers, and harvestmen largely patronised this route, and Mr. Binger had many humorous stories to tell of the way in which his canvassers coaxed and cajoled their clients. The notice in the time-books for 1862, will shew the class of traffic then mainly served by the Company's boats. "Between North Wall and Chester, deck and open carriages, 5/; cabin and second class, 12/6." The sailings varied with the tide. 1.0 a.m. was the general time for leaving Holyhead, but the public notification gave 10.0 p.m., or as soon after as the tide permits. In 1864 the steamers were: "Alexandra," "Admiral Moorsom," "Telegraph," "Cambria," and "Hibernia," the two latter alone remaining of the quartette with which in 1849 the service had commenced.

The City of Dublin officers, when any North-Western Steamer was descried in the offing, always spoke of them as "pig-boats," and certainly during the time Captain Hirste, and subsequently, Captain P. H. Risk, had the command of the Railway Company's fleet, no great advance was made. It was reserved for Captain Dent, by making his strong representations and bringing his nautical knowledge in support, to induce the Railway Company to make an onward move in Cross Channel steaming, which has popularized the Holyhead and North Wall route, and brought it close to the standard of the Mail Steamers.

Captain Risk was fond of narrating an incident which followed his having been instrumental, off the coast of Portugal, in saving the lives of some Portuguese sailors; hearing of the bravery displayed in saving the lives of her subjects, the Queen, who happened to be near, desired that this English officer should be presented to her. The difficulty of his not having his uniform at hand was solved by one of the Naval Court officials lending him a uniform; buttoned up tightly in this, the time came for his introduction—feeling in his pocket for his handkerchief, to remove the nervous moisture from his brow, to his dismay he found he had no handkerchief! The perspiration, which had stood in drops on his forehead, now, at the fateful moment, streamed down his face, and there was nothing for it but to use his coat

sleeve—it had to be done! The thanks of the Queen were given, and bowing low to her Majesty in recognition, as bad luck would have it, off shot one of the tight buttons, just at her feet, adding alike to her amusement and to his confusion. Captain Risk was in command of the steamers from 1st June, 1862, till 5th October, 1865, the date of his death. Admiral Dent (then Captain) entered the Company's service 1st January, 1866, and retired 28th February, 1893.

The Holyhead Line was very indifferently equipped in the matter of refuge sidings; hardly any existed; and it was not till after the startling accident at Abergele that anything like adequate provision was made in this respect. Whether the traffic is light or heavy, refuge sidings are a necessity for satisfactory working on such a length of line. The stations themselves were small structures, and badly furnished in the matter of passenger accommodation. The platforms all too short for the work. The booking offices small, and the booking windows so insignificant in size, and so low that passengers had to bend down to ask for tickets from a clerk it was impossible for them to see.

**Stations on
Chester and
Holyhead Line.**

The stipulation made by the Mostyn Estate that Mostyn should be “a first-class station, that is to say, a booking office and a clerk,” was not a difficult one to comply with. Probably the worst station on the line was one which is noted as having the longest name of any in Great Britain. It is in Anglesey, and is known as Llanfair. The Post Office designate it “Llanfair, P. G.,” but its full name is—

Llanfair pwll gwyn gyll gogery chwyrn drobwl llan tysilio gogo goch, which, being interpreted, means: The Church of St. Mary, in a hollow of white hazel near to a rapid whirlpool, and to St. Tysilio Church near a red cave.

One night a fire broke out, and the rickety structure was in jeopardy. News was sent to the engineer of the district, Mr. Hedworth Lee, of the station being on fire. “Let it burn!” was the reply; and a new and improved building shortly afterwards took its place.

At Bangor the space for trains was much compressed, owing to the tunnels which immediately adjoined each end of the platforms, and which through considerable excavation have, at length, been made sufficiently long to accomodate the largely lengthened trains now running.

Bangor.

Trains travelling from Bangor to Carnarvon had no direct facing-point junction at Menai Bridge, they had to set back from the main line to the branch. The Vaynol tunnel had only a single line of rails through it.

The telegraph system was in force only from Bangor through the West Tunnel, as far as George Crossing, a level crossing, now no longer in existence, opposite to the “George Hotel,” on the Menai Straits.

At Conway the Town Wall, with its picturesque arch, sadly circumscribed the space available for platform accommodation, and the curvature of the line rendered train working inconvenient; yet, at this place between the time of the opening of the St. George's Harbour Line and the construction of the Exchange Station at Llandudno Junction, the trains for and from Llandudno were dealt with.

At Llandudno the line of the St. George's Harbour and Railway Company had just been taken over by the London and North-Western Railway. This line was made by an independent company, and was apparently suggested as a route to North Wales, via St. George's Channel. The harbour was a great misnomer. The pier was a stunted affair, and, judging from pictorial plans of Llandudno, issued at the time, was originally intended to have had a line of rails in connection passing through a cutting in the front of the Parade and across Mostyn Street, to the site of the present terminus.

Mr. Leyland was the Station Master in charge. He had filled the same position in Warrington, prior to his removal to Llandudno, but at one time had acted as the London and North-Western Company's resident manager upon the Newport, Abergavenny, and Hereford Line, when the North-Western Company had determined on making a forward movement in that district.

Rhyl was growing into note as one of the watering places for Birmingham people, and its sands and shrimps and sunsets were justly appreciated by them.

Its foreshore was simply a series of bunkers. Its pier, recently opened, was considered an unexampled advance in seaside attraction.

The Vale of Clwyd Railway, Rhyl to Denbigh, and its extension to Ruthin, were quite independent of the Chester and Holyhead system. They formed a junction with the main line, close to the swing-bridge, which then was occasionally worked near the Foryd Junction; their trains running into Rhyl station. A small station existed on their single line, called Foryd (now closed), and the rails were carried to the river quay. Mr. Bancroft was the Chairman, and Mr. Martin Smith the Manager of the little line; he afterwards became General Manager of the North Stafford Railway.

The Superintendent of the Chester and Holyhead Line was Mr. J. O. Binger, already mentioned. The Secretary of the Railway Company had been Mr. R. S. Mansel; on the absorption of the line he was transferred to Liverpool as District Superintendent of the Northern Division, in succession to Mr. Norris. Among those whom I knew as Mr. Binger's successive chief clerks have been: Mr. Oldham, who became Manager of one of the railways in Lima, South America; Mr. Day, who became Goods Manager of the North London Railway; Mr. B. A. Bedford, who was for some time in the Company's office in Dublin, and subsequently became Manager of the Whitehaven District; and Mr. S. J. Carr, who became the Manager of the Wirral Railway.

The following is the list of those who have been successively in charge of the District :—

Mr. BINGER, from the opening of the line till his death in November, 1875, having as his assistants :—

Mr. F. Harrison, from July, 1874 to April, 1875, when he removed to Euston.

Mr. Eddy, from April, 1875 to November, 1875, when he was appointed District Superintendent, and remained in charge till his removal to Euston, in April, 1878.

Mr. EPHRAIM WOOD ... April, 1878 to January, 1893.
Assistant, Mr. E. A. Neele, October, 1888 to January, 1893.

Mr. E. A. NEELE, January, 1893 to April, 1899, resigned ;
appointed Manager of Dinorwic Slate Quarries.

Assistant, Mr. H. A. Walker, January, 1893 to Nov., 1893.
Assistant, Mr. F. Dent November, 1893 to May, 1899.

Mr. F. DENT May, 1899.
Assistant, Mr. Geoffery Greene (appointed Manager of Ceylon Railways, 1902).

The Goods Managers have been :—

Mr. W. M. Comber, 1847 to 1862, removed to Euston, as Assistant Goods Manager.

Mr. E. Farr, September, 1862 to 1869, to Manchester, as Goods Manager.

Mr. J. Fred. Mason, 1869 to 1877, to Leeds, as Goods Manager.

Mr. Joseph Guest, 1877 to 1879. Left the service.

Mr. T. Henshaw, 1879 to 1901. Retired.

Mr. Alfred Entwistle is at present in charge of both Passenger and Goods Departments.

Chester Station had become the joint property, in agreed proportions, of the London and North-Western and the Great Western Railways. It was originally held by the four Companies having termini in Chester, and the Joint Committee had as their Secretary a Mr. R. L. Jones, who as an officer of the London and North-Western Company, had in addition, the control of the Chester and Crewe Branch. His great hobby was the regulation and synchronizing of the station clocks ; indeed he was the personification of "Greenwich time." He was succeeded in his position as Station Master in 1864 by Mr. Charles Mills, my old fellow-clerk at Bishopgate, who continued in charge till 1872, when Mr. David Meldrum (now the successful Manager of the Cheshire Lines), was appointed and retained the position for many years. He was

followed by Mr. William Thorne, who subsequently, on the resignation of Mr. Patchett, was appointed Superintendent of all the Joint Lines of the London and North-Western and Great Western Railways in Cheshire, Salop and Hereford.

The Birkenhead Line of Railway, which as an independent undertaking had long been a bone of contention between the Great Western and the London and North-Western, became the joint property of the two Companies. Mr. Charles Mason, who had been its Manager, joined the North-Western service, and his brother Mr. John Mason acted for a while, as Local Manager; when the two owning Companies had perfected their arrangements, the respective chief authorities at Euston and Paddington managed the line, leaving the Local superintendence to Mr. Binger and Mr. Tyrrell respectively.

In 1864, Mr. J. Wait, who had been Chief Audit Accountant of the Birkenhead Joint Railway, was, on the retirement of Mr. Walter Johnson, (father of Mr. Robert Johnson, the present joint Engineer), appointed Secretary and Accountant to the Birkenhead Joint Committee, at the same time Mr. R. L. Jones retired, and Mr. Wait succeeded him as Secretary to the Chester Station Joint Committee. In 1867, the Amalgamated Joint Committee of the two Companies was constituted, and Mr. Wait was appointed Secretary, and held the post till his retirement in 1896.

My first attempt to extend the **two mile telegraph** was unsuccessful. It arose in connection with an accident between Heaton Norris and Manchester.

**Accident at
Levenshulme,
December 20th,
1862.**

The 5 p.m. train from Euston to Manchester, on Saturday night, December 20th, 1862, had run off the line near Levenshulme, owing to the defective state of the channel wall at the side of the line. The train was badly wrecked, the rear vehicles lying on their sides against the slope of the cutting; directly following the disaster, before the guard could collect himself after his terrible shaking, the train was run into by a light engine that had followed it from Stockport.

Among those who were stunned by the accident was Mr. Cawkwell's chief corresponding clerk, Joseph Entwistle;—putting in his appearance at Euston on Monday morning and expecting sympathy, "You should always telegraph at once to me when the trains meet with any such accident," was the somewhat disconcerting intimation that greeted him! The business instinct of the Manager had quite overcome his sense of sympathy.

In reporting on the case, I ventured to add that the district between Stockport and Manchester appeared such a busy one, and the traffic so frequent that the adoption of the telegraph sections as in the Southern District would be very desirable. I expected to have my proposal adopted with readiness, instead of which the duty of confining reports to statement of facts was inculcated—outside suggestions being undesirable. I think in practise we soon got beyond this idea, and I certainly trained my cadets in a different course.

The Superintendent of the **Manchester District** at this time was Mr. Charles Cooper, he had been for many years the Superintendent of the North Staffordshire Line, and had been selected by Captain Huish to fill the position of District Officer on the London and North-Western, when Mr. Henry Woodhouse resigned the position, on his taking up the responsible charge of the permanent way throughout the line.

At Manchester the Manchester, Sheffield, and Lincolnshire Railway Company made use of the line between Ardwick and London Road Terminus, and had obtained authority for improved facilities through the doubling of the line between these points, in spite of the contention of the then Station Master that they had always had the benefit of "every felicity" that he could give them.

There had evidently been some friction as to detentions and priority of travelling: here is the regulation put in force in 1849 for the "Sheffield Junction" near Ardwick: "Every train from Manchester and Sheffield Line must stop before arriving at the Junction, and wait until the Policeman in charge of the Junction indicates that the line is clear. Should the Manchester and Birmingham train have exceeded the proper time of passing the Sheffield Junction, and the Sheffield train has arrived at its proper time, or before the other is in sight, the Sheffield train will proceed first to the Station."

The connecting line from London Road Station, Manchester, to Oxford Road and Ordsall Lane, was a joint line with the Manchester, Sheffield and Lincolnshire Company, and formed a portion of the Manchester South Junction and Altrincham Line.—Mr. Henry Woodhouse, Engineer. The Board of the Joint Company consisted of equal numbers of Directors from each Company, one of them being chosen Chairman alternately, month by month. At one time, things were very acutely disputed between the two differing interests, and resolutions carried at one meeting by the casting vote of one Chairman, were regularly set aside and counteracted by the vote of the next meeting, when the other Company's representative was in turn presiding. The absurdity was long continued, but was ultimately remedied by the appointment of a Standing Arbitrator to decide in case of difference. Sir Edward Watkin was the leading spirit of the Manchester, Sheffield and Lincolnshire for very many years. The Local Manager of this joint line was Mr. James Kirkman.

Another joint line between the same two Companies was the Oldham Ashton and Guide Bridge Line, also under the local management of Mr. James Kirkman. This line left Guide Bridge Station at what was called Canal Junction, and passing thence towards the Lancashire and Yorkshire "Ashton Branch," crossed it by a proper in and out double junction near Ashton, serving that town and Oldham

in the joint interest. At Oldham no less than four Stations were clustered altogether, called Clegg Street, Central, Mumps, and Glodwick Road. At Clegg Street, the through carriages from London for Rochdale were taken forward by the Lancashire and Yorkshire Company, and it was here on one occasion

that the rough Lancashire Porter, an Oldham Lad—in answer to the remonstrance of a passenger as to the delay he was experiencing shunted on a siding, in the through coach London to Rochdale—shouted out, “put in your grit ships yed—it’s all reet.” John Bright was the passenger, but the porter failed to recognize the venerable proprietor of the “great sheep’s head.”

Joint Ownership and running over other Companies lines was one of the features of this Manchester and Yorkshire District; for instance—the Lancashire and Yorkshire Company’s trains from Bolton side, ran into Manchester over the old Liverpool and Manchester Line through a junction near Salford, and used the same station (Victoria) as the London and North-Western Company; their own stations at Salford and Manchester not coming into use till 1st August, 1865.

The connecting line from Stockport to Stalybridge, though belonging to the North-Western Company up to Guide Bridge, had the Manchester Sheffield and Lincolnshire as owners of Guide Bridge itself, and from that place to Stalybridge they were also proprietors of the line.

In like manner the line from Manchester (Victoria) to the East as far as Stalybridge was the property of the Lancashire and Yorkshire Company and was called the “Ashton Branch.” Stalybridge station therefore was a joint station, no less than three Companies having an interest therein.

From Stalybridge, the line for sixteen or seventeen miles belongs to the London and North-Western Company; running through the hilly scenery and busy towns of Mossley, Saddleworth and Greenfield, climbing gradually up to the mountain back-bone of England, and passing through the long and smoky tunnel at Standedge, it finds its way along the sides of the lofty hills through Marsden and Longwood to Gledholt, where the Lancashire and Yorkshire again become interested, and use Huddersfield as a Joint Station.

The long tunnel at Standedge was for years the longest in England, it is 3 miles 66 yards in length, and at the time of my first visit was only a single line, it is noted as the place at which “Staff working” was first introduced—train staff working though in a very crude form. The single line appears to have been regulated by electric telegraph working, probably on the usual “train in” and “train out” system, but a Pilot Engine was also used to run attached to each train, and this Pilot Engine was of course the test of safety. Mr. Henry Woodhouse was the Engineer, Superintendent, and Secretary of this division of the London and North-

**Standedge
Tunnel.**

**Staff for Single
Line Working
introduced.**



Western, when it opened for traffic—and he writes: “I occasionally found a great delay took place to the trains waiting the return of the Pilot Engine, so it was then arranged for the Staff or Stick to be introduced, and this Staff was always carried by the last Train or Engine, so that nothing could enter the tunnel in the opposite direction. The signalman always saw that the Stick was kept for the last train, the train in front being allowed to enter by verbal order. We had,” he says, “no tickets when this system commenced; of course the signalmen would not allow a train to enter the tunnel without he had the Staff in his possession.” The Staff was about three feet long and shaped as in the margin.

Running parallel to this tunnel is the Huddersfield Canal, through which Canal boats are accustomed to be “legged” by the men in charge. A series of boats are allowed to go through in the one direction for certain fixed hours, and then the flow of traffic runs in the opposite direction for a fixed period. The Telephone is now used as an adjunct, but at the time in question was unthought of.

The Canal was pressed into the service during the construction, not only of the doubled tunnel, but also when the further development of traffic caused the line to be quadrupled at this place.

Huddersfield Station. Huddersfield Station was a single sided station, and for years the busy traffic of Yorkshire, both of the North-Western and of the Lancashire and Yorkshire Companies, was dealt with at its one long platform with a central double crossing. Padmore, who was afterwards removed to Crewe, was at that time the Station Master, and the station itself was the joint property of the two Companies

From Huddersfield a short piece of North-Western ownership brought the line *via* Bradley to a Junction with the Lancashire and Yorkshire Railway at Heaton Lodge; thence through Mirfield to Thornhill Junction near Dewsbury, the Lancashire and Yorkshire Company owned the line; and so far as the route of the London and North-Western trains to Wakefield and Normanton was concerned the Lancashire and Yorkshire Company were the owners of the line. Normanton station itself being a joint station in which four Companies, the North-Eastern, the Midland, the Lancashire and Yorkshire, and the London and North-Western were interested. The through service of North-Western trains to Normanton commenced on 1st April, 1863. Mr. Hamer Jebb (who became Superintendent of the West London Line in 1894) being the Company's representative.

Normanton as we have seen was at one time a great meeting point for traffic North of Derby. Mr. Blackmore, at the commencement of his history, was the officer in charge of the place, and for years all the Superintendents Meetings as to Whitsuntide arrangements and

Normanton
Station.

Summer Tourist questions were accustomed to be held there. The North-Western interest in the place was largely discounted when the North-Eastern joined them in constructing the "New Station" at Leeds, where a more convenient exchange was effected; but throughout the history of the line one of the arterial cross mails has run under the North-Western auspices to and from Normanton every night, *via* Huddersfield to Stalybridge, thence to Manchester, Warrington, and Liverpool on the one side, and to Crewe, Chester and Bangor on the other, and is running still.

The Junction at Leeds just referred to was by no means part of the original London and North-Western communications at that place; the line from Thornhill Junction (already named) in the direction of Leeds, belonged to the London and North-Western, and passed through the busy rival towns of Dewsbury and Batley to "Whitehall Junction" near Leeds, whence two separate routes were available; one to Central Station where the North-Eastern and the Great Northern were chief owners, the other to the Wellington Station of the Midland Company, where for many years the London and North-Western trains were accommodated; indeed this continued until, some years subsequently, the formation of a new Viaduct gave the London and North-Western an independent approach to Leeds and to the "New Station," where the North-Eastern and North-Western "shook hands," and established a large Joint Station, and a combined through-route.

It will thus be seen to what a considerable extent this district was affected by having not only Joint Stations to deal with, but in having to conduct the Company's traffic over lines belonging to other Railways.

The Superintendents of the district have been :—

H. Woodhouse, up to	...	...	...	1852.
Charles Cooper	...	...	1852-1862,	to Liverpool.
J. C. Partington	...	...	1862-1864,	resigned.
W. Sutton...	...	1864-1866,	removed to	Birmingham.
J. H. Roberts	...	...	1866-1870,	died.
H. B. Corns	...	...	1870-1874,	resigned.
W. D. Phillipps,	1874-1882,	to N.S. R.,	General	Manager.
G. E. Mawby	...	...	1882-1898,	to Northampton.
H. Linaker	...	...	...	1898-

Charles Cooper was removed to take charge of the Liverpool Division in 1862, and his nephew Mr. J. C. Partington succeeded, but his reign was very short. Mr. W. Sutton, who under Mr. Charles Mason's instructions, had to report on the working of the division, made recommendations, which caused Mr. Partington's removal, and Mr. W. Sutton was himself appointed in January, 1864, District Superintendent in his stead. He remained in charge for a couple of years, when his removal to the Birmingham district, with which he had been so long previously connected, was arranged.

Attached to this district as a kind of Secretarial Representative was Mr. Henry Morgan, who acted as Secretary to the Northern Committee wherever it met, and also in the same capacity to the Traffic Committee **Mr. H. Morgan.** of the Line. He had originally been connected with the Stour Valley Railway, at a time when it was debateable ground between the London and North-Western and the Shrewsbury and Chester interests. His office at Manchester was for many years the place at which were obtainable Season Tickets and Residential Tickets, issued then at special rates to persons building residences in the neighbourhood of Manchester, who had to obtain his certificate of value. He was also appointed Secretary to the "Hotel Committee," although he either was then, or subsequently became a very strong teetotaller! He was appointed Manager of the Ashton, Oldham, and Guide Bridge Joint Railway, on the resignation of Mr. Kirkman.

CHAPTER VII. 1862—1867.

London and North-Western Directors in 1862—Activity of the Chairman—The letter “D.”—Limit of Vehicles by Limited Mail—Trains for 3rd Class Passengers—Chairman of Superintendents R.C.H. Conference, Annual appointment adopted—Visit to Ireland—Newspaper Label System agreed to—London Parcels Offices and Omnibus Service—Great Western and London and North-Western Traffic Agreement—Train Telegraph Working extended—Mr. Findlay, Removal from Shrewsbury to London—Methods of Distinguishing a.m. and p.m. on Time Tables—Inspection Visits—Concentrating Points—London Road Station Roof falling in—Hereford Stations—Opening of Third Line Bletchley to London—Willesden Junction opened and Train Services following—Liverpool District—Historical Railway Ground—Newton Bridge—Bolton and Kenyon Line—Wigan—Warrington—Lime Street Station—Mr. James Shaw appointed Superintendent—Walton Junction accident—Central Wales Extension Railway—R. C. H. Appendix—Rules for working over Foreign Lines.

The Board of Directors of the Company at the time I came up to Euston consisted of the following:—

LONDON AND NORTH-WESTERN RAILWAY.

BOARD OF DIRECTORS—1862.

Richard Moon, Esq., Chairman.

J. P. Brown-Westhead, Esq., M.P., Deputy-Chairman.

James Bancroft, Esq.	William Edwards Hirst, Esq.
Robert Benson, Esq.	Wm. Nicholson Hodgson, Esq.
Richard Birley, Esq.	George Hall Lawrence, Esq.
Henry Wollaston Blake, Esq.	Matthew Lyon, Esq.
Hugh C. Eardley Childers, Esq., M.P.	Lieut.-Col. Henry Dundas Maclean
The Hon. Charles S. Clements.	Ross Donnelly Mangles, Esq.
Major Henry Creed.	Michael Linning Melville, Esq.
Edward Cropper, Esq.	John Bramley-Moore, Esq., M.P.
Samuel Dukenfield Darbishire, Esq	John Platt, Esq.
Richard Ryder Dean, Esq.	Theodore Woolman Rathbone, Esq.
Hardman Earle, Esq.	The Duke of Sutherland.
Joseph Christopher Ewart, Esq., M.P.	John Abraham Tinné, Esq.
George Carr Glyn, Esq., M.P.	Edward Tootal, Esq.
Samuel Robert Graves, Esq.	Philip Williams, Esq.

Of these the Northern Division had some of the strongest members—Mr. Hardman Earle, who had been connected with railways from their opening, was the spokesman for Liverpool, and was ever ready to listen to appeals from aggrieved employees; the Company's large wagon works at Earlestown will always remain associated with his name.

Mr. Bancroft, a Manchester man, had been Chairman of the Birkenhead line, and had risen from small beginnings to become a well-known arbitrator. One large affair upon which he adjudicated were claims arising from a Scotch railway dispute, which culminated in the "Perth block ;"—traffic both North and South of Perth having been obstinately refused transfer. He was a very ready speaker, and one of his standing jests was to make a purposed slip, when enlarging on his interest in Welsh traffic, and say his mother was a Welshman. On the occasion of a Banquet in the town of Burton, June 22nd, 1864, to celebrate the opening of the Bridge over the Trent in substitution of the old narrow pack horse bridge—a work mainly done at the expense of the Railway Companies—there was a very large gathering in one of the big Brewery buildings ; the Chairman of the Midland had made a long speech in so low a tone that it was quite lost in the vast space ; on behalf of the London and North-Western Mr. Bancroft replied, standing upon his chair and leading off in a voice audible throughout the whole place, vociferous applause greeting the energy he displayed. He became the Chairman of the North London Railway, and always presided at the meetings of the Northern Committee.

Mr. Edward Tootal had been connected with the Manchester and Crewe Railways, and had been an important factor in the sale of the Trent Valley Line, which brought about the amalgamation of the London and North-Western Railway Company. His manner of speaking was very quick and sharp, and he was intolerant of any hesitation in reply to his rapidly put inquiries. The story attached to his name is I firmly believe well founded. At a Guildhall Banquet the guests had to give their names as they entered—"Mr. Tootal," said he—and the name was on the point of being shouted out, when he added, "and Mrs. Tootal, too." And so the names were announced to the Right Honourable the Lord Mayor as "Mr. Tootal, and Mrs. Tootal-too," re-echoed in ludicrous form from Mr. Tootal's own mouth !

Mr. Matthew Lyon was another of the Manchester group, his manner belied his name, for he was quite lamb-like in discussion—for many years he was Chairman of Permanent Way Committee. Mr. Richard Birley (of Manchester) was a Director who "wanted to know you know" all that was going forward.

Liverpool was to be credited with an active and highly esteemed Director in Mr. Samuel Robert Graves. He became Member of Parliament for Liverpool, and had his life been spared he would have doubtless become a Cabinet Minister. Unfortunately his career was cut short, for he died very suddenly at Euston Hotel, early in 1873.

Another of the Directors who became a Cabinet Minister, was Mr. Hugh C. Eardley Childers, M.P. He did not make much impression as to his abilities among the officers at Euston, and was only known as originating a system of check on the postage stamps used throughout the line.

The list of names will shew how large an element the Liverpool contingent made on the Board, many of them being personal supporters of the Chairman—himself a Liverpool man—Mr. Darbishire, Mr. Ewart, Mr. G. H. Lawrence, Mr. Bramley-Moore, Mr. Rathbone, and Mr. Tinné, all hailed from that quarter.

In the Southern Division the Honourable Chas. Skiffington Clements, an Irishman, acted as Chairman of the Southern Committee, in which he was subsequently succeeded by Mr. Richard Ryder Dean, a Barrister with a high-pitched voice and Old Bailey style of cross examination; very voluble—a great contrast to Mr. W. L. Melville who passed the Bills and was known as “the silent member” as he hardly ever spoke.

The Duke of Sutherland and the Deputy Chairman, Mr. J. P. Brown-Westhead seldom attended any of the local traffic committees—nor did Mr. Benson, Mr. Glyn, or Mr. Wollaston Blake; questions of policy and finance claimed their attention.

Mr. Philip Williams, my old friend on the S. S. R., grown stout and somnolent, represented the Birmingham district on the Board.

Mr. W. E. Hirst, of Huddersfield, and Mr. John Platt, of Oldham, looked after the interest of the Company in their respective neighbourhoods; while Mr. Edward Cropper, of Kendal, and Mr. W. N. Hodgson, of Carlisle, did the same for the district North of Lancaster. Mr. Hodgson had joined the Board in 1860 on the lease of the Lancaster and Carlisle Line coming into operation.

Mr. Ross Donelly Mangles was only noted for the paragraph which appeared in “Punch,” containing the query: if Mr. Ross Donelly Mangles, “what does Mrs. Ross Donelly do?”

With most of these gentlemen I gradually became acquainted—meeting them not only at the various committees, but often coming across them on the frequent journeys I made along the line.

One of the points on which the Chairman laid stress on my first appointment, was the desirability of varying the route and the trains travelled by, so as to be always posted up and conversant with the men and stations throughout the system. By following his suggestion I was able to accumulate a fund of information valuable in all discussions as to signalling, accidents, working, and staff organisation.

The Chairman's leading idea was “economy,” though sometimes strangely lavish in large matters he was almost penurious in others—his desire was to make the line a paying affair. In the part of London in which I resided, it was customary to supply the householders with cards having the letter “D” to place on the windows—this indicated that the Dustmen were required. On one occasion he told me he had observed these, and that he had always the letter “D” in his office window. To him it meant Dividend and he could not allow it to be lost sight of in any expenditure that was discussed.

Mr. Moon.

Letter D.

All agencies or at least all payments to agents were equally disliked by him. Boating agents, canal agents, parcel agents, excursion agents were in his view parasites to be got rid of, and the duties performed by the Company's own staff.

His strong contention in favour of economy in all departments made the necessity for improved signalling go much "against the grain" with him, and had it not been that Saxby and Farmer by their concentration were able in various cases to shew the possibility of reduction in the number of men employed at stations, the improvement would I fear not have made the progress it did.

The anxiety for economy led our Chairman to endeavour to bring about a reduction of speed in the through trains, comparatively easy as their timing then was; and under instructions I had one or two interviews with the postal authorities on the subject, trying to induce them to agree to modifications in this direction. It was not attainable, it was not likely to be so. These interviews with the postal officials were the commencement of a very pleasant series of interviews with the Chief of Department, who filled the position of Inspector General of Mails. It fell to my lot periodically to have to intimate to that department our suggested alterations in train running, by which the mails or trains under postal notice might in any way be affected, so that the necessary concurrence might be obtained. I should like to bear testimony to the unvarying courtesy with which I was received, and to the readiness with which the officers of the Post Office on all possible occasions met us in our difficulties. Sometimes such applications might almost be of the nature of a forlorn hope, but at all times and throughout the many years I had to deal with St. Martin's-le Grand, whether as at first with Mr. E. J. Page, Mr. West, Mr. Benthall, or subsequently with Mr. Baines, and Mr. Sifton, his successor, my relations have ever been of the most pleasant character. Under Mr. Baines' rule the questions dealt with widened out very considerably, what with telegraphs and parcel post (the latter a remarkable development); but the fair and broad way he had of dealing with difficulties induced a mutual feeling of confidence.

Our applications for permission in special cases to run an additional vehicle by the Limited Mail were unavoidably very frequent, and at last through Mr. Cawkwell's urgency a standing permission was given for a fourth passenger carriage to be regularly run; restricted still to 1st and 2nd class.

The question of the conveyance of 3rd class passengers by the various trains to and from London was gradually growing in importance. The Inland Revenue authorities had relaxed the strict view by which remission of passenger duty could only be granted for 3rd class traffic by trains stopping at all stations, and consented to accept marked copies of the monthly time tables on which they gave authority for concessions. Commencing in August 1864, the London and

**Interviews
with Postal
Authorities.**

**3rd Class
Traffic to and
from London.**

North-Western Company adopted two 3rd class trains into and out of London daily—a morning and evening one. A page was also added to the Time Book, showing the 3rd class trains in the Provinces. The extension of these concessions set in very rapidly, competitive companies making alterations in them month by month, each change entailing alterations on our part to maintain our position. A necessary modification in the constitution of the trains followed, for hitherto the bulk of the vehicles had been 1st and 2nd, now the 3rd class became a growing, rapidly growing, constituent, and the carriage stock of composite vehicles, *i.e.*, 1st and 2nd class had gradually but decisively to be altered into “Tri-Composites,” serving 1st, 2nd, and 3rd class, between selected points where the traffic did not warrant the attaching of independent 3rd class carriages.

The word “Parly,” at the head of two or three of the columns in the Monthly Time Book, called, for the sake of distinction, “the Penny Book,” was at first quite sufficient to shew these trains, but a reference to the books of 1865-6-7, will shew that a section of the page above the train columns had become necessary to indicate with distinctness the destinations between which the Parliamentary bookings were applicable by each of the trains shewn. Meetings with the object of keeping on equal terms with competitors in this respect were very frequent, and entailed continual adjustments throughout subsequent years; but one fine day all these carefully constructed and balanced arrangements were brought to an end by the announcement that the Midland Company intended to convey 3rd class by all their trains.

Turning for a short time to the changes that took place at the Clearing House Meetings, I rejoined the body of the Railway Clearing House Superintendents on 24th July, 1862, representing now the London and North-Western Railway; Mr. J. B. Thomson, of the Edinburgh and Glasgow Railway, being in the Chair on that occasion.

Mr. Bradley, of the Manchester, Sheffield and Lincolnshire Railway, joined the Superintendents for the first time on the same occasion, succeeding Mr. Hargreaves, who retired from the service.

Mr. James Shaw, as representing the East Lancashire (Lancashire and Yorkshire), and myself, as representing the London and North-Western, were both elected members of the Claims Committee.

Mr. English, of the South Yorkshire Railway, also joined the Conference in the same year.

In the Minutes for 1863, Mr. Gent frequently appears acting at the Superintendents Meeting as Railway Clearing House representative. In

1863.— October of that year Mr. Currey (Great Northern Railway), in succession to Mr. Walter Leith, comes into office—and Mr. **Mr. P. W. Dawson** appointed **Manager of the Clearing House.** Cooper, son of Mr. Charles Cooper, of Liverpool, attends as representative of the Colne Valley and Halstead Railway. Mr. P. W. Dawson becomes the Manager of the Clearing House, and Mr. Thomas Shaw attends on behalf of the Irish North-Western Railway at the Conferences.

The difficult question of combating the advance of Packed Parcels Agencies, and schemes for communication between passengers and guards and drivers were some of the chief points dealt with during 1863 by the Superintendents Conference; continuous brakes and train telegraph systems were also under consideration. In the autumn a resolution was passed adopting the plan of electing a Chairman annually for the Superintendents Conference, and Mr. Blackmore, of the Lancashire and Yorkshire Company, was unanimously elected for the coming year (1864).

On 15th January, 1863, the first experiments were made with the Pneumatic Tube, connecting Holborn with Euston and Eversholt Street.

1863.
15th January.
Pneumatic
Tube, G.P.O.
Trials. There were several trips made with passengers lying down in the carriers, and it was reported that the Duke of Buckingham had so gone through to Holborn, but I did not see this; the journeys which I witnessed were only those between Euston and Eversholt Street.

A visit to Ireland, in the autumn of 1863, gave me many introductions. I renewed my acquaintance with Mr. Ilbery, of the Great Southern and Western, and was introduced to the Irish Clearing House Managers, Mr. Culverwell, of the Dublin and Drogheda, taking me in hand. Mr. J. W. Elwin was at that time Secretary to the Clearing House. At Dundalk I interviewed Mr. McMaster, of the Liverpool and Dundalk Steamship Company. At Londonderry I met Mr. T. Shaw the representative of the Irish North-Western Railway; and at Belfast Mr. Robert Henderson, junior, acting for the Fleetwood Steamship route. I visited Donaghadee with Mr. Haines, who in after years became London and North-Western representative at Belfast. From Carrickfergus to Larne, Mr. E. J. Cotton, Manager of the "Northern Counties," accompanied me, and crossing in the Steamer "Albion" to Stranraer, I brought to a close my visit to Ireland—a trip which largely and beneficially increased my knowledge of the routes and interests of the various railway companies in that country.

Early in the following year we had some important meetings with Mr. W. Forbes, of the Midland Great-Western Line, as to the Atlantic Steam Navigation Company making use of Galway as their port of departure, but the scheme was very poorly supported.

In November, 1863, after interviews at Leeds with the Yorkshire Press Association, Mr. Edward Baines being their spokesman, we agreed to adopt

November, 1863.
Labels
adopted for
Provincial
News Parcels.

for the provincial newspapers a scale of rates by labels for the traffic out of York, Leeds, Liverpool, Manchester, &c.,—a system which has developed to a remarkable degree the circulation of these provincial papers, alike of their morning and evening issues; the traffic increasing so greatly that special early morning trains were paid for by newspaper proprietors to hold their own districts against competitors, and to widen their circulating territory.

Though Mr. W. H. Smith took considerable interest in what was going on, and I had the pleasure of one or two interviews with him, it was not till 1866 that this system made any way in the south. The London papers had been conveyed at contract rates of one guinea per annum out of London, and 10/6 for each extra paper annually. On 1st January, 1866, the plan of charging $\frac{1}{2}$ d. each copy between any two stations superseded the guinea contracts, and stamps were issued to cover the carriage of one, two, three, or four copies.

The conveyance of newspapers under these stamps and contracts was the first departure from the plan of charging a booking fee of 2d. on each parcel conveyed by railway out of London. Messrs. Horne & Chaplin clung to the old system; their old coaching hotels were used as the receiving offices, and their omnibuses and vans brought the parcels to Euston for despatch to the north. These omnibuses made a string of calls at these hotels, and their journey to and from the city forms a strange contrast to the service of to-day, alike for the parcels and the city passengers. Below is the time table then performed thrice daily. I once tried it from Gracechurch Street to Euston, and never wished to repeat the dawdling experience:—

From "Spread Eagle," Gracechurch Street -	45 min.	before train leaves Euston.
„ "Swan with Two Necks," Gresham Street (late Lad Lane) - - -	40	„ „ „
„ "Cross Keys," Wood Street, Cheapside - - -	38	„ „ „
„ "Bolt-in-Tun," Fleet Street - - -	32	„ „ „
„ "White Horse," Fetter Lane - - -	30	„ „ „
„ "George and Blue Boar," Holborn - - -	25	„ „ „

In the western district, Mr. Horne included—The "Golden Cross," Charing Cross; the "Golden Cross," Regent Circus; Griffin's "Green Man and Still," Oxford Street; "Old White Horse Cellar," Piccadilly; the "Spread Eagle," Regent Circus; and when new offices were opened, he urged the adoption of distinctive names—"The Lion Office," "The Atlas," &c.

Mr. Horne's Euston representative was a Mr. John Dawson, a half-brother to Mr. P. W. Dawson, of the Clearing House. His office was in one of the square stone lodges in front of Euston Station, and here his chief would often be seen dealing with voluminous correspondence, which, in true coachman style, he always brought with him in his hat! He had a very able lieutenant in Mr. Holt who subsequently entered the London and North-Western service.

Parcels Traffic
under Chaplin
and Horne.

Mr. S. W. Brooks was the Company's Representative at Euston for Parcels transmission by rail ; but in the Provinces the Cartage-Agent influence and Hotel receiving Offices long remained in vogue, Mr. Horne being the intermediary in the arrangements. Messrs. Crowley, in the same way, had the Parcel Traffic in hand in the Midlands, Gloucester, Worcester, and Kidderminster. In Yorkshire towns the same system obtained to a limited extent, the offices used being generally those of Messrs. Carver & Co., under the auspices of Mr. Burridge ; in Birmingham, Mr. Browning, jointly with Messrs. Waddell & Bretherton, with head quarters at the "Hen and Chickens" Inn, New Street. The modern system of the Company's own Town Receiving Offices, and subsidiary ones in tradesmen's shops, followed rapidly on the abandonment of the system of Booking Fees. So far as London was concerned the transferring of the business out of the Agents hands ; the selection of suitable sites for Receiving Offices ; the very complete system of collection and delivery now in force by the Company's own carts and vans, were the result of many years of strenuous energy on the part of Mr. David Stevenson ; the Chairman and Mr. Oscar Leslie Stephen (Directors), taking the leading interest in these affairs at the "Cartage Committee."

The "Swan with two Necks," Gresham Street, became the London and North-Western Central Office for Parcels Department in the City of London, but subsequently the whole of the Cartage Staff—horses and vehicles, were dealt with at two or three localities, Camden and Broad Street, chiefly, with Euston as a depôt, more especially allotted to the later development in Omnibus traffic.

Mr. Livock, of Northampton, had been the Company's "Master of the Horse," for their shunting horses and cartage, but subsequently Captain Barthorp was appointed to fill this responsible position, controlling the whole of the Company's establishments throughout the Kingdom.

1864. Early in the year 1864, the Great Western and London and North-Western traffic agreement led to numerous meetings, and in these Mr. George

1864. Great Western and London and North-Western Traffic Agreement.	Findlay, then Manager of two or three Welsh lines of Mr. Savin's promotion, since merged into the Cambrian system, came prominently into conference with Euston, as the whole portions of the Railway system from Salop to Hereford, Newport, Oswestry, and Aberystwyth, were completely in his grasp.
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Our interests in the Vale of Neath—of which Mr. Joshua Williams was Manager—and indeed all the system of working South of Hereford were entrusted entirely to Mr. Findlay ; and ere long he became the District Superintendent and Traffic Manager for the London and North-Western on that side of the country. The "Shropshire Union" from Stafford to Wellington, and the line from Shrewsbury to Crewe (then only a single line under Mr. Chas. Cooper's Superintendence), all ultimately coming under Mr. Findlay's charge.

The following changes took place among the London and North-Western District Officers in 1864 :—Mr. Sutton removed from Mr. Charles

**Changes in
Railway
Officers,
1864.**

Mason's Office to take charge of the Manchester District. Mr. Ephraim Wood succeeded him as Mr. Mason's factotum, followed shortly after by Mr. Purrnell, both being selected from the Audit office. Mr. Charles Cooper obtained some appointment in Liverpool, connected with the Coal traffic, and his leaving the Company opened the way for Mr. Walter Knox to return to Liverpool as District Superintendent. Mr. J. H. Roberts, who had been on the West Midland at Worcester, was appointed to the Birmingham District, *vice* Knox.

At the Clearing House Superintendents Conference in 1864, Mr. Mortimer Harris is recorded as the Representative of the London, Chatham & Dover Railway; Mr. Joshua Williams, for the Vale of Neath; Mr. Martin Smith, for the Vale of Clwyd; Mr. Tyrrell, for the Great Western Railway, Mr. Kelley exchanging with him the position of Divisional Superintendent at Chester; Mr. Adcock, appears as representing the Stourbridge Company; Mr. Smedley, the Pembroke and Tenby, of which he remained the successful Manager till his death. Mr. W. Roberts, is recorded as representing Mr. Dougall for the Inverness and Aberdeen Junction; Mr. Cattle, who commenced Railway life as chief clerk to Mr. A. C. Sherriff on the Hull district of the York and North Midland Railway, and had worked his way up with distinction, becomes the Representative of the Cocker mouth, Keswick and Penrith Company.

Among the alterations adopted during the year by this Conference may be mentioned the uniform scale of periods for Return Tickets. Those from London to Scotland had 8 days allotted as their period; a weekly ticket in fact, including the day of issue and return. **Return Tickets.** Graduated periods for 6 days, 4 days, &c., were also agreed to for **Uniform Periods** distances in England. Tourist Tickets were the only ones that **Adopted.** had a currency of one month, and these were restricted to 1st and 2nd class.

We also discussed and finally settled a universal system of ticket punches, by which a distinctive number was allotted to the Ticket Examining Stations of the various lines throughout the Kingdom—the punch by **Ticket Punches.** one action, nipping the edge of the ticket, and at the **Distinctive** same time deeply embossing on the ticket the distinctive **Numbers** “Number” of the Examining Station. The former system of **Adopted.** punching out of the ticket portions marked with stars, or letters, or crescents, or squares, having resulted in making return half-tickets, when frequently examined, simply fantastic, illegible wrecks!

Mr. Tyrrell was elected Chairman of Conference for the year 1865.

The New Openings in 1864, commenced with the extension of the South Leicestershire Line from Hinckley to Wigston Junction on the Midland Line, on 1st January, by which Leicester became one of the London and North-Western Company's terminal points. **1864.** **New Lines** **Opened.**

In March, our Merthyr, Tredegar and Abergavenny Line—originally a

tramroad—was extended from Brynmawr to Nantybwlch, serving the busy works of Tredegar, and approaching the Sirhowy Company's system, with which it was ultimately connected. In September, the Eccles, Tyldesley and Wigan Line, and the Bedford Leigh branch, were opened for traffic, as well as the branch from Hest Bank to Morecambe, the latter having an intermediate station at "Poulton-le-Sands," which shortly afterwards was changed to the less inviting name of Bare Lane.

Our Line from Speke Junction to Edge Hill, Liverpool, was opened this year; and the Manchester, Sheffield and Lincolnshire, jointly with the Great Northern, also commenced their service into Liverpool (Brunswick Station); their trains traversing the Warrington and Lymm Line, between Broadheath and Garston; the times fixed for the opening service having been settled at a meeting at Leeds between Mr. Currey, Mr. Walter Leith's representative, and myself.

The Cambrian Line was opened through from Machynlleth to Aberystwyth. Mr. Findlay, the Manager, was very urgent that we at Euston, by tourist announcements, maps, and through booking with coaching proprietors, should give all possible publicity to the completion of the line.

The South-Eastern opened their Charing Cross Station on 1st January. The North-Western added three new stations in the Birmingham district—Lawley Street and Bloomsbury, Monmore Green, and Ettingshall Road.

Advantage was now taken of the opening of new lines to make an onward movement in train telegraph security; and Mr. Samuel Martin who had been in the employ of the Electric Telegraph Company, and whom I had previously met at Dudley and at Birmingham in reference to telegraph instruments, became the recognised officer for the train telegraph working on the London and North-Western Railway. With him and the District Superintendents I went over each of the lines about to be opened, and arranged the introduction of the telegraph block system in sections—the concentration of point levers on new lines rendering the finding of suitable positions for the telegraph instruments easier than on the older portions of the line, where points and crossings had been allowed to be introduced at places convenient probably for the work, but totally irrespective of the idea of concentration.

The train telegraph system adopted was a continuation of that in the Southern Division.

Early in May, 1864, Mr. C. E. Stewart, the Secretary, advised me of an intended journey by the Prince of Wales to Holyhead, to visit the Exhibition in Dublin. I had to accompany the train by which he travelled—the Morning Irish Mail—leaving Euston at 7.25 a.m. The Prince was accompanied by the Crown Prince of Denmark, and the Duke of Cambridge; General Knollys, Colonel Keppel, and Major Teesdale in attendance. Mr. Stewart, Mr. Cawwell, and Mr. J. C. Ewart, Director, received the Royal Party at Euston.

Extension of
Train
Telegraph.

Prince of Wales
visits Dublin
Exhibition.

This was my first official trip in charge of His Royal Highness's journeys. A hot axle caused a delay of five or six minutes, but the train reached Holyhead to time—in perfect safety. A startling report as to risk of accident found its way into the London papers, and was speedily contradicted.

In five days' time the Prince and the Duke of Cambridge returned—Lord Spencer accompanying them. It became my duty to go on board the "Victoria & Albert" to apprise them that the train was in readiness. This was the up night Irish Mail, which on this occasion made an arrival 50 minutes behind time in London next morning.

(1864)—A visit in the autumn to the West of England introduced me to Mr. Henry Dykes, the Superintendent of the Bristol and Exeter Line, who showed me the detail of the exchange working of traffic with the Great Western Line. The two stations at Bristol having termini at right angles to each other—turntables being the only means of dealing with exchange of vehicles. At Truro I found while the whole of the lines to the eastward were of the broad gauge type, the line thence to Penzance was narrow. This line has gone through many changes of gauge, ultimately to come back to its primitive dimensions.

1865. In the spring of 1865, Mr. Findlay came up to Euston as General Goods Manager of the London and North-Western, and his resignation of the Cambrian Management led to several changes in 1865-6. Mr. Elias, who had been in charge of Haydon Square Goods Department, in London, under Mr. David Stevenson, became the Manager of the Cambrian; Mr. Cartwright, who also had been one of Mr. Findlay's staff, was appointed Manager of the Denbigh, Ruthin and Corwen Line; Mr. Fred. Broughton took charge of the Mid-Wales Railway; Mr. Henshaw was appointed to the Neath and Brecon Line; and Mr. Hamer to the Manchester and Milford.

After Mr. Findlay's removal from Shrewsbury, Mr. Henry Plews, who had been his chief clerk, took charge of the Salop District, while the Abergavenny, Merthyr, Brynmawr, Nantybwlch, and South Wales extensions were under the charge of Mr. Joseph Bishop, under whose friendly guidance I had made my first visit as far back as 1862 to that isolated but elevated district.

Mr. Bishop remained the trusty and trusted officer of the Company for upwards of 35 years, acting as Traffic Manager in South Wales with the esteem of the whole district. On his retirement, Mr. John Findlay, son of Sir George, has been selected as his successor. (Mr. Bishop died 9th June, 1902).

Mr. Plews became the Manager of the Irish North-Western Railway at Enniskillen, and has since been appointed the General Manager of the amalgamated company, the "Great Northern of Ireland," succeeding in the first place Mr. Culverwell as its Secretary, and afterwards following Mr. Thomas Robertson as Manager, when that gentleman was selected as Chairman of the Government Board of Works in Ireland.

Two of the principal events of the year were the Dublin Exhibition and the Handel Festival inauguration at the Crystal Palace. The former was very well canvassed for railway facilities by Mr. Parkinson the Manager, and numerous meetings as to concessions, extending even to the Continent, were held, all rival routes being applied to; in this way Messrs. Godbold, Harris, Whateley, Mapleson, Thorley, Needham, Tyrrell, with Watson for the City of Dublin, were included. On visiting the Exhibition, I made my first acquaintance with Mr. Skipworth, then managing the Midland Great Western; Mr. Payne, of the Wicklow Line; Mr. Dowd, of the County Meath Railway; and Mr. Roberts, our agent at North Wall. His Royal Highness the Prince of Wales favoured Dublin with a visit on the occasion of the opening of the "International Exhibition" on 9th May, and it remained open until the 9th November.

With regard to the Handel Festival, Mr. Bowley was the life and soul of the negotiation, and he established a bond of union between the Railway Superintendents and the Palace, which has ever since been maintained alike under the management of Mr. Flood Page, the Chairmanship of Mr. McGeorge, and the control of Mr. Gardiner and Captain Russell.

In April of this year, Mr. Cockshott, having left the South Devon, attended the Superintendents' Meetings of the Railway Clearing House, on behalf of the Great Northern, and so did Mr. Samuel L. Mason. The latter gentleman (who was brother to Mr. Chas. Mason), afterwards became the General Manager of the North British Railway, but at the meeting this year he was acting as Assistant Superintendent of the Great Northern; both his predecessors in office, Mr. Conder and Mr. Currey, having accepted positions on the Indian Railways.

Mr. Skipworth, who had been at first in the English Clearing House, and afterwards on the Newcastle and Carlisle Line, appears this year at the Clearing House in Seymour Street as the Representative of the Midland Great Western of Ireland, following Mr. W. Forbes, who came over to England to the Great Northern; and whose son, Mr. Wm. Forbes, after serving with the Chatham and Dover as Continental Manager, has recently been appointed General Manager of the London, Brighton and South Coast Railway.

Mr. Walker, of Aberdeen, appears at the Conferences for the Great North of Scotland; Mr. Needham, of the Midland Railway Company, was selected Chairman of the Superintendents for the year 1866.

On October 30th, 1865, the Prince and Princess of Wales left Euston, on a visit to Knowsley, they did not depart from the ordinary platform but passed through the Queen's Waiting Room near the Parcels Offices to the special carriage allotted to them. I had to accompany their train which was run special from Crewe to Huyton.

On the 3rd November, their Royal Highnesses left Huyton by Mail, travelling as far as Blisworth, whence we ran them special to Peterborough, on the way towards their new residence at Sandringham.

A difficulty which has been generally felt in the production of the Railway Time-Tables, especially those for long distances, in shewing clearly the change from A.M. hours to those P.M., was attempted to be solved by the Midland Company, who, on 1st January, 1865, brought out in their time-tables a scheme by which the hours from 12.1 noon to 12.0 midnight were distinguished by a thin line inserted between the figures—a notice on the outside page announced that “the method of shewing the A.M. and P.M. is Copyright.”

The system was by no means satisfactory; there was some considerable degree of difficulty in such figures as 11.11 being divided by a thin line, 1.11 or 11.1 might be mistaken for it :—the large proportion of trains running after mid-day all required this thin line, and it was apt to become confusing; at any rate, I am not aware that any other Company followed their lead; possibly the notice as to “Copyright” was somewhat of a warning, “Hands off!” to the others.

We tried one or two plans dealing with the question. A sample page was set in type, shewing the train service from Scotland through to England, in which the plan of the 24 hours was dealt with, by shewing the trains after 12 noon, thus: 1 p.m. became 13; 2 p.m. became 14; 3 p.m. became 15; and so on, up to 12 night becoming 24. The first lines commenced by shewing:—

Wick, depart	...	...	11.30	24.10
Thurso, depart	...	...	11.40	24.25

The plan is in force in Italy at the present time, but it was not acceptable here. To say the Irish Mail left Euston at 19.20, or the Scotch Express was due at 20.0, would have conveyed most confusing information to enquirers. We ultimately adopted the plan of **dark** figures for the **dark** hours, taking 6 p.m. as the commencement of the latter, and the system is still in force for the principal long through tables, which alone are those in which confusion between a.m. and p.m. is likely to arise.

The year 1865, 1866, and 1867 were largely occupied by visits along the various portions of the line, in company with the District Superintendents. Martin for the telegraph department, together with representatives of the Permanent Way Department, Farmer and Saxby, or on their behalf, Mr. Fothergill, Mr. Carriss, and Mr. George Edwards, being in attendance to settle the best schemes for concentration and introduction of telegraph instruments in existing buildings at stations, so as to establish a commencement of sectional telegraphing; the Station Master's office, or the booking office at first was made to serve, but gradually the system of point connecting into groups, with a covered shelter for the man in charge, led to such positions

**Schemes for
distinguishing
midnight from
mid-day on
Time Tables.**

**Extension of
Telegraph and
accompanying
concentration
of Points.**

being adopted as signal boxes. The stations on the Stour Valley had the point levers brought together by long rods, under roofed umbrella coverings, and continued so for years. The adoption of interlocking with raised signal boxes being gradually but somewhat slowly extended through the busy portions of the line.

Mr. Needham, of the Midland Company, pressed forward the train telegraph on that system so rapidly, that at Market Harborough, and at Birmingham both from the Derby and the Bristol side, the Midland were ready with their instruments before our Directors had authorised our taking such extensive steps. Consequently, at both those junctions, our men had to work the Midland train telegraph system, and their form of block instrument.

The same thing happened at other junctions ; each company going on with its own system, a great diversity of codes and form of instruments grew up on all sides. This want of uniformity in signalling led, subsequently, to the adoption of the Railway Clearing House Regulation (Superintendent's Conference, 28th October, 1874), that the Codes in force at the junction cabins should be that of the parent line ; "the incoming line having to adopt at their telegraph signal box nearest the junction of the line over which they ran (in respect of the signalling up to the junction of that line), the telegraph code and system in use by the company over whose line their running powers are exercised."

1866. One of the leading events in the year 1866, at Euston, was the resignation of the Secretaryship of the Company by Mr. Charles Edward Stewart. He was succeeded by Mr. Stephen Reay, who had been Chief of the Audit Department ; Mr. Francis Harley, becoming with Mr. Robert Savill, Assistant Secretaries.

1866.
Resignation of
Mr.
C. E. Stewart.
—
Mr.
Stephen Reay
appointed
Secretary.
—
Roof at London
Road Station
falling, 22nd
January, 1866.

On 22nd January, in this year, tidings were received that the two middle bays of the roof in course of construction at London Road Station, Manchester, had fallen and blocked the place. Early next morning the resident engineers decided that the whole structure must come down, and this was arranged to be carried out at 11 p.m. at night ; the adjoining streets being cleared of traffic to prevent accidents. Mr. Baker, Mr. Sacré, Mr. Fenton, Mr. Underdown, Mr. Bancroft, Mr. George Lee, and Mr. C. Mason, were present. We watched the process of the unfastening of the bolts above and below, which formed the bond of the structure, till at last one final bolt in the frame of the roof alone remained. The men in charge of the work carried out the last unscrewing almost in silence—a glimmering light high up, was all we could see. When Sacré, who was in charge, made the final enquiry : "Are you ready ? Then come down," we all retired to a place of safety, and watched the two locomotives, to which were attached strong chains, securely fastened at the other ends to the pillars carrying the remaining portion of the glass roof. Both moved slowly

forward, and the whole superstructure fell within its own space, with the most remarkable display of scintillation; the crushing ironwork giving out millions of glittering sparks. I remember in the description given by an eye-witness, of the fall of the Tay Bridge, to have read of a similar display of brilliant sparks, and I quite understood the accuracy of the story, having the scene at Manchester in my mind.

The traffic arrangements at this station, so soon as the new lines were completed, were dealt with so as to limit the Sheffield Company to the use of the one side, and the London and North-Western to the other. A separate staff was also appointed by each Company and the offices kept distinct. Ere long the Sheffield Company admitted the Midland Company, "on their backs," into their side of the station.

The arrangements of the Great Western agreement with London and North-Western gave rise to numerous meetings this year. Mr. Findlay and Mr. Grierson being respectively, the leading spirits. On the **Great Western Railway.** Shrewsbury and Hereford arose the question of the wasteful running of trains closely following each other over the **Shrewsbury and Hereford Working.** line to Hereford, and through to Newport over the Newport, Abergavenny and Hereford, for which a service of trains to suit both Companies was ultimately decided upon; both Mr. Harrison and Mr. Lane of the Monmouthshire Railway attending the meetings. The troubled question of adopting Barton or Barr's Court as the sole passenger station in Hereford, was frequently debated, resulting in the passenger traffic for the south being restricted, ultimately, to Barr's Court, and the construction of a new connecting line at Rotherwas Junction. In all these negotiations, Mr. Patchett, as joint officer, and Mr. Plews, as Mr. Findlay's successor, were prominent.

The construction of other junctions for traffic purposes between the two Companies at Leamington and at Banbury was taken in hand. Mr. Tyrrell meeting Mr. Mason and myself hereon; as well as with reference to the train services between Chester, Birkenhead and Manchester, joint trains being organised as far as possible.

The year 1866 witnessed a remarkable list of new openings affecting the North-Western; all of which had to be dealt with. The Midland Railway commenced exercising their running powers between Wellingborough and Northampton, and their service to Cambridge, *via* Kettering and Huntingdon, came into force. The Northampton and Banbury Line, under Mr. Crabtree, opened from Blisworth to Towcester. The Great Northern formed a connection with the London and North-Western at St. Alban's. This small junction entailed several meetings; Mr. Cockshott, Mr. Samuel Mason, and Mr. Conder, all taking part in negotiating this somewhat trifling matter.

On 1st January, the Central Wales Line was opened as far as Llandrindod. On the same day the new inner harbour and station extension at Holyhead was brought into use.

The 3rd or Up-Goods Line, between Bletchley and Tring, was inspected and passed by Colonel Yolland, on 3rd May, for passenger traffic; a promise being given that the two-mile telegraph system, applicable to the two other lines, should be extended to the newly authorised passenger line. Unfortunately, the mode of working this 3rd Up Line for passengers south of Tring, came shortly afterwards under the review of the same Inspecting Officer, owing to a very serious accident to a heavy excursion train—a double train, injudiciously sent from Bletchley—taking place at the termination, or rather “merging point” of the 3rd line, at the north end of Watford Tunnel.

The 3rd line at this place, in order to avoid facing points on the Main, was continued through the Watford Tunnel, by a system which the Americans describe as a “gauntlet”—the rails of the 3rd line closely hugging those of the Main Up Line; the tunnel itself being only constructed for two lines—and as a protection to the Main Line a safety pair of points and a short line, terminating in a “dead end,” existed at this spot, into which the excursion train ran. The mode of working the distant signal at the spot came under sharp criticism at the Colonel’s hands, as it was in reality a fixture at “danger,” and never taken off.

At the end of the year 1866, the following was the distribution of the Goods Managers’ Districts:—

George Greenish, Camden.	D. Stevenson, Rugby.	H. Plews, Salop.
D. Taylor, Liverpool.	E. Farr, Chester.	J. Bishop, South Wales.
T. Kay, Manchester.	J. Fitzsimons, Lancaster.	E. Wood, Stafford.
John Mason, Birmingham.	J. Thurstan, Warrington.	F. M. Wallis, Northampton
E. Huntley, Wolverham’ton.		

The last on this list was really named Mason, but to avoid the redundancy of Masons he agreed to use his mother’s maiden name, Wallis, as an addition to his own.

Captain Dent (R.N.) came on the Railway Company’s staff in January, 1866, as Marine Superintendent (in succession to Captain Risk, who had died in October of the previous year). One of his earliest troubles was the glut of fish traffic brought in from the Kinsale Coast, by steam craft other than those under his command. The business was new to an officer of the “Queen’s Navee,” but his grasp of matters soon brought the outsiders to some degree of order. At his suggestion the fish jetty at Holyhead was constructed, where for years the larger catches of mackerel and herrings brought across from the Irish coast were dealt with separate from the ordinary traffic. It is remarkable that these vast catches of fish have now to a great extent ceased, and the fish jetty is used as a “stand-bye pier,” at which the steamers waiting their turn for traffic duty are moored.

**Captain
Dent, R.N.,
appointed
Marine Super-
intendent.**

Considerable changes had taken place in the list of Directors since 1862. Mr. George Sheward, who joined the Board, had been interested in the Dutch Rhenish Railway, and took in hand the question of rates and insurance for Parcels between England and France—a subject which Mr. Mason was dealing with at this time, having Mr. Comber, who had been moved from Chester to London, as his assistant in the Goods Department.

New Directors.

Messrs.

G. Sheward,

W. Tipping,

O. L. Stephen.

Mr. Tipping, who had been sometime Member for Stockport, was urgent as to through Booking to France. He was credited with high artistic taste, the dark blue lining then used in all first class compartments was an abomination to him. Another of his complaints had reference to the want of decoration inside the great hall of Euston Station—the present colouring follows his suggestions. He objected to my idea of covering the walls with bold maps of the line. What would have been the result had the late R. F. Watts (R. A.) been allowed to carry out his offer to introduce decorative frescoes it is difficult to say.

Mr. Oscar Leslie Stephen took an active interest in all matters connected with Excursion traffic and its growth. He was often found supporting the extension of concessions for the increase of such traffic, in conflict to a certain extent with the Chairman's views, who looked with much jealousy upon the growing receipts from such a source—contending that all such income was drawn away from ordinary traffic, and was a practical loss, notwithstanding the fact that the mileage receipts for Excursion traffic were far in excess of ordinary trains. Mr. Moon had a deep-rooted objection altogether to them, and nothing but the fact that competitive Companies ran such trains and would sweep the traffic, reconciled him to our making equal announcements. My efforts at the Clearing House Meetings were, under his instructions, to curtail cheap excursions as far as possible. The idea of having to build any extra stock for such traffic was especially intolerable. Mr. Stephen's views were entirely opposed to these, and he was always urging a different policy. Mr. O. L. Stephen succeeded Mr. R. R. Dean as Chairman of the North London Railway, and he is to be credited with the introduction of the inside handles adopted in their compartments, which are so made as to require "lifting up" to open—a form entirely free from the objection to which other descriptions of inside handles are exposed.

The placing of Excursion traffic, in the hands of agents, was a system to which the Chairman expressed the strongest objection. It was with regret that at last we had to part company with Mr. Marcus, but some little want of discretion on his part brought about the final dissolution of the arrangement.

**Excursion
Traffic.**

H. R. Marcus,

Thos. Cook.

H. Gaze.

Mr. Thomas Cook, of Leicester, so far back as 1865, had approached the Company as to Continental Bookings, and some of us were willing to support his application, but the advent of the Midland, not only into London, but to Manchester, Liverpool, and other

centres of competition was developing too much rivalry in traffic matters to justify such an arrangement; and this resulted in Mr. Henry Gaze, of Southampton, who had undertaken Continental trips for the London and South-Western Railway, being in 1868 selected to a similar position with the London and North-Western, throwing, of necessity, Mr. Thomas Cook and his well-known son, Mr. J. M. Cook, into a position well nigh of opposition to our Company.

On 1st September, 1866, the old station at Willesden was closed, and **Willesden Junction** was opened for Passenger traffic. Very many sittings had taken place with Messrs. Mansel, Hitch, and Templeton, (North London Company), as to the times to be adopted. Numerous visits had been paid during the previous nine months, watching the progress of the works and of the junctions affected, including the modifications necessary at the approach

lines to Camden Goods Yard, as well as the accommodation at Broad Street City Terminus; the signalling at which was most critically examined and tested by Captain Tyler. On the 28th and 29th August, trial trips as rehearsals were made; it was found all would work smoothly, and such in reality was the case.

The opening of Willesden Junction brought about a new era, not only so far as exchange traffic to and from the North was concerned, but it gave the opportunity for an extension of suburban traffic round the Northern portion of London. In the South the residential element had very largely grown at almost all the stations, but along the North-Western system scarcely any growth was observable.

The Hampstead Heath and Richmond Line crossed over the North-Western by an overhead bridge at the north end of the new Willesden Junction

**Kew Line.
Upper Plat-
form.**

Station, and here on the upper level a station with connecting staircases was opened, simultaneously with that on the Main Line.

By this means not only were Kew and Richmond easily reached from stations on the London and North-Western main line, but a ready access to destinations in the North of London was afforded, and by the Extension Line from Dalston into the City, which had been opened 1st December, 1865, a regular service to the heart of London was given by stated half-hourly trains for any passenger arriving from the North at Willesden Junction.

The main line trains appointed to call there were at first comparatively few, as Camden (Chalk Farm) was still continued for ticket collection. The transfer of this duty to Willesden Junction was a slow development; for a time all the important trains called at both stations. The first Express to cease calling at Camden was the 7.30 a.m. Express from Birmingham, and gradually stoppages at Willesden for ticket collecting became established, and "Chalk Farm" was relegated to the local train service, connecting there with the North London 15-minute trains to the City.

From the day that Willesden Junction was opened, through trains commenced to run from Watford to Broad Street by way of Hampstead Heath; and the issue of through tickets, from the City Terminus to all destinations in the North, came into operation at the same time; passengers having to change at Willesden Junction.

The trains from Euston to Kensington and the Brighton system (commenced in 1863), as well as those for London Bridge, continued to run, but passengers from the North could now join them at a proper platform at Willesden, and consequently the special service from Harrow to Kensington was terminated. In like manner in the opposite direction, passengers for the North could join the trains at Willesden Junction, though "Euston" had still to be used as the point of exchange for all the important down trains. The stoppage at Willesden Junction of these Expresses was only gradually allowed, as the importance of the place as a transfer station became evident. In February, 1867, "Cannon Street," which had been opened for traffic the same day as Willesden Junction, was adopted by the South-Eastern Company as the terminus of the Euston-Kensington trains instead of London Bridge, these trains still passing through the heart of Waterloo Station on to the recently opened semi-circular line between Charing Cross and Cannon Street, thus maintaining the communication between the North-Western and South-Eastern Lines till its final severance at the end of December, 1867. For one month, January, 1868, this train service ran to and from Waterloo; it was then discontinued till October, 1875, when a temporary extension of Waterloo Station once more afforded accommodation for a North-Western terminal service.

In September, 1867, a further development took place at Willesden Junction, and another set of lines was constructed across and over the North-Western leading from the Hampstead Junction Line to Kensington. There were thus two sets of upper level lines crossing over the main line at Willesden, with double platforms and staircases—the one called the Kew Line, the other the Kensington Line. By this latter line a half-hourly service was run from the West End to the City, *i.e.*, between Kensington (Addison Road) and Broad Street, commencing about 7 a.m. and terminating at 6.30 p.m.; a service which continued in force throughout the year 1868. An intermediate station at Uxbridge Road was opened on this route on 1st November, 1869, accommodating the Shepherd's Bush district. On 1st January, 1869, the North-Western Company, having arranged terms with the Brighton Company for a joint user of Victoria (Pimlico) terminus, extended a portion of these Broad Street trains *via* Chelsea to Victoria, and the service ran once per hour between Victoria and Broad Street until, June, 1871, when the North-Western made its arrangements to run over the Metropolitan District Railway into their underground station, originally called "Cannon Street," though it was ultimately called and still remains "Mansion

**Kensington
Line.
Upper
Platform.**

**1st September,
1867.**

**Kensington
and Broad
Street Service.**

**Extended to
Victoria, 1st
January, 1869.**

House." The half-hourly service existing between Broad Street and Kensington was extended beyond Kensington through Earls Court and Victoria (District) to Mansion House, and thus was established the City and Suburban service, which forms a horse-shoe route round London—having one terminus at Broad Street and the other at Mansion House. On the opening day one man—"for the sake of the say"—took a ticket for the journey right round, an example not likely to be often followed!

**Broad Street
and Mansion
House Outer
Circle Train
Service.**

These trains worked then with very fair regularity until one unfortunate time, when, in obedience I suppose to the higher powers, Lord Sackville Cecil endeavoured to pass upon the District Line, of which he was Manager, four trains more per hour—one each quarter hour—beyond the possibilities of the line. Times were shifted to meet his requirements, but in vain—the line would only take a certain number of trains in the limit of time; and after a very uncomfortable period of months, during which the hopeless task continued, the struggle was given up, and a practicable time table was adopted.

**Lord
Sackville Cecil,
Superinten-
dent of District
Railway.**

The establishment of Willesden Junction, with its splendid frequency of train service in all directions, led to a remarkable growth of residential population at Harlesden—the proper name of the locality—as well as to the development of traffic from Northern Districts to the suburbs and *vice versa*. The idea of such a distributing centre was naturally followed by other lines. The Great Western established a similar point at Westbourne Park, the Great Northern at Finsbury Park, and the Midland at Kentish Town; but none of them have reached the extent and convenience obtained by the radiation of lines from Willesden.

To local passengers it must be admitted that the station for years presented a difficulty—a serious difficulty—except to the initiated, and that was to find the way to the proper upper platforms and "the way out!" To begin with, the trains for the City left at alternate quarter-hours—now by the Kew trains, now by the Kensington trains—and there was always the uncertainty whether the City train might have left when the upper platform at one end of the station was reached, and the annoyed traveller might have to retrace his steps and find his way to the upper platform at the other end. Then there were four staircases to and from the upper levels, and for the purpose of concentrating ticket collecting, and in the vain hope of simplifying the staircase numbers, the two staircases were reached by only one entrance. "First turn to the right and then to the left," was the clearest instruction that was obtainable. In vain, Mr. Eddy, when he became Superintendent, placarded the platforms with arrows and index-hands giving instructions as to finding "the way out." The place became known not as Willesden but sometimes as Wilderness, and sometimes as Be-wildering Junction.

**"The Way
Out" from
Willesden.**

Inconvenience arises, and ever will arise, from the fact that the lower level Main Line consists of two separated up lines and two separated down lines. The simplest plan—pace the Board of Trade—is to allot one side entirely to the up trains, and the other to the down trains. In this way all running about for down trains from No. 1 platform to No. 3, or for up trains from No. 2 to No. 4 is avoided. Stockport station is a good model in this respect, and so is Crewe. At Willesden the difficulty was accentuated by the double upper platforms and the double lower platforms. Suggestions from time to time were made for an upper-level island-platform to simplify matters, but were rejected as too expensive to be entertained; but at last a scheme of a most comprehensive character was adopted which resulted in a thorough and almost final improvement. The Kew Line crossing the station was entirely dispensed with. One large island-upper-platform with

**Simplification
afforded by
adoption of
Upper Island
Platform.**

a single gallery approach was adopted. The Kew Line joined the Kensington Line at the west side of the station, and the whole of the City trains, the Kew, Richmond, and Kensington trains were dealt with at one broad island platform, with luggage lifts and approaches complete. Only one set of local residents are exposed now to inconvenience: viz., those living near to the old “Harlesden and Kensal Green Station,” which was closed on the opening of Willesden Junction; they have a long circuit to reach some of the platforms. A short approach could easily be made to suit them, and probably some day this finishing touch may be given to complete this otherwise convenient station.

A very good selection of a Station Master in Mr. Beer (from Higham Ferrers), was made for the opening of the place. He remained in charge for 19 years, and was succeeded by Mr. Wood, who remained in office till the end of 1902.

Leaving Willesden Junction and its development, the Liverpool District now comes under review.

1867. Early in the year 1867, Mr. Walter Knox, the District Superintendent at Liverpool, obtained a position on one of the Indian Railways.

**The Liverpool
and Northern
District.**

His assistant was a Mr. Pilling, whom the Directors did not consider sufficiently strong (he was far gone in consumption), to undertake the duties. I was instructed as far as possible to take the supervision of the district during the interregnum.

The Liverpool district may be looked upon as the cradle of Passenger Railway Traffic, for the Liverpool and Manchester Line was the first line on which such traffic was inaugurated—it is almost classic ground to the Railway historian!—and the opportunity was now open to me to note the development and changes that had taken place.

The line between Liverpool and Manchester was originally laid with its two sets of rails (each 4 feet 8 inches wide), so close together as to have an

equal space of 4 feet 8 inches, instead of 6 feet, between the two sets, the idea having been, so says the tradition, that at night any wide loads of goods could pass along the middle space. However, that may be, it was certainly the case when I took charge, that at several parts of the line the usual 6 feet space did not exist; and till comparatively recent days before uniformity was obtained, the widened vehicles, especially the guards' projecting side seats, failed to pass each other with a safe margin. An unfortunate accident to passing trains at Huyton Quarry, in August, 1874, called attention to the fact that at that place only 4 feet 4½ inch space existed between the lines instead of 6 feet, and this led to the whole lines being brought to the proper standard.

The district now under review, played an important part in Railway history. Rainhill, Parkside, Kenyon Junction, Chat Moss, are all names connected with the first railway opening. The tablet recording Huskisson's death exists on the wall near to the former Parkside. Parkside Station, but not one passenger in five thousand, passing by the spot, is aware of its record.

I found an old relic of early railway story, Abel Turton, living near this spot, as station master of both Parkside Station and Preston Junction Station (now "Lowton"), which closely adjoined. He remembered the opening of the Liverpool and Manchester Line; and claimed that he had suggested to Mr. Henry Booth, the first Secretary of the line, the desirability of having a screw shackle or coupling between the carriages to bring the buffers together; that Mr. Booth took up the idea and eventually brought out the screw coupling that is now in use. Certainly a reference to the old pictorial sketches, of the early Liverpool and Manchester Vehicles, shews that loose links existed between the coaches, if the drawings of the day may be depended upon to give such details accurately.

The code of signals and regulations, recorded as in force in October, 1839, on the Liverpool and Manchester Railway, which are heralded as a serviceable guide to other Companies, are interesting reading for the student of Railway "Evolution and survival of the fittest." They included the following as to coloured flags and lamps:—

1839.
Code of
Signals.

BY NIGHT.—The White Light stationary indicates that all is right; but if waved up and down is a signal to stop; if waved to and fro sideways, to proceed cautiously. The Red Light is a signal always to stop. The Green Light is a signal that a necessity exists to proceed slowly and cautiously; and if used at Newton Junction, it indicates that the points are set open for going towards Warrington.

BY DAY.—The Red Flag is the signal to stop. The Blue Flag is to stop luggage or picking up trains for the purpose of sending on wagons.

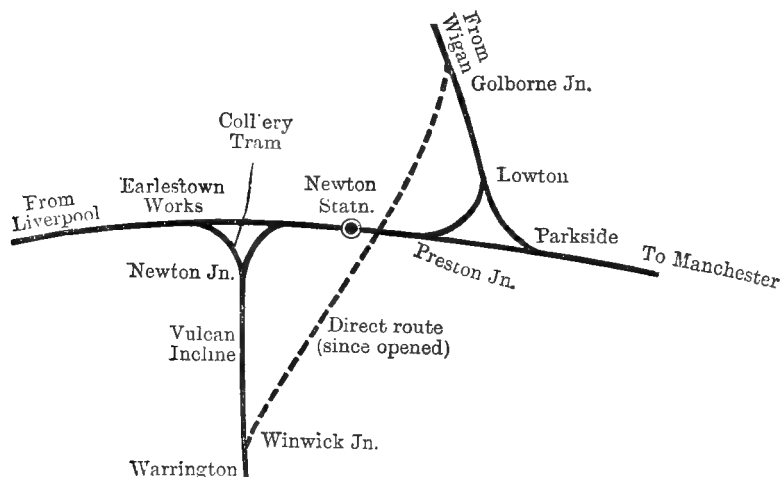
The Black Flag is used by platelayers to indicate that the road is undergoing repair, and that trains must pass slowly. It is to be understood that any flag or lamp, of whatever colour violently waved is a signal to stop.

The short distance extending two miles on each side of the midway

station called Newton Bridge, produced a singular, or rather plural, number of junctions. Those on the east side were called "Preston junction" and "Parkside Junction," respectively; with very sharp curves the lines united at "Preston Junction Station" (now "Lowton" already mentioned), the continuation towards the north being originally called the "Wigan Branch." At Wigan this Branch joined the Wigan and Preston Line, and these two combined formed "the North Union."

On the west side of Newton Bridge three other junctions existed. The most westerly one turning the traffic from Liverpool towards the south; the other at the east end of the triangle leading the traffic from Manchester towards the south; the third dealt with these traffics as they either passed southwards towards Warrington, or in the opposite direction turned the trains from the south either to Liverpool or to Manchester as required on arrival at the top of the Vulcan incline—so called from the "Vulcan Foundry" being situate upon the incline—an establishment which in early railway days produced a constant supply of locomotives alike for broad and narrow gauge lines.

The working at these junctions was still further complicated by the existence of a line of colliery tramway, which cut across the main line of the Liverpool and Manchester Railway, close to the present Earlestown Station, and connected with the railway at the south end of this triangle of junctions.



The regulations for this group of junctions, called collectively, "Newton Junction," appear to have been given specially in the early Liverpool and Manchester Rule Books, and to have been continued into those of the Grand Junction and London and North-Western Lines, as we find in the (1847 edition):—

"Special Signals, Newton Junction"—20.—By Night, a Green Light, visible from either of the Liverpool or Manchester Main Lines, denotes that the points are open for trains going towards Warrington. By Day, a Gilt Arrow pointed towards Warrington is the corresponding signal.

21.—In the Day, when a train is going up the Warrington incline for Liverpool or Manchester a Red Flag is hoisted. At Night a Red Light is shewn, and in foggy weather a Bell is also rung to give notice to enginemen on the Liverpool and Manchester Railway that such is the case, so that, if necessary, they may stop before coming to the crossing.

N.B.—The light can be seen from the Sankey Viaduct and from Newton Bridge.

The instructions and precautions at this place are further elaborated by the intimation that :—

Signal posts chequered Red and White are erected to shew both to the Liverpool and Manchester Lines ; to be turned so as to face trains coming from Liverpool, Manchester, and Warrington, to shew that a passenger train has immediately preceded them.

N.B.—The Boards are visible by Night as well as by Day.

All this complication of signalling fell step by step into disuse, as the gradual adoption of telegraphic signalling, and of signal-interlocking, pushed aside all these archaic regulations. The very name of the junction has been changed—it is now known as Earlestown Junction—for closely adjacent are the Earlestown Works, the Railway Company's head quarters for building and repair of goods wagons and goods brakes. The place had a very small beginning, and received its name out of compliment to Mr. Hardman Earle, one of the first Directors of the Company. Mr. Owen Owens was the Manager of the Works when I first knew the place. He was succeeded by Mr. Emmett, formerly of the Lancashire and Yorkshire Company, and under his guidance the Works have developed into one of the Company's most complete establishments. Round these junctions, however, and under these primitive regulations, the whole railway traffic of the line was conveyed, until the opening of the Manchester and Crewe Branch took off the Manchester and South traffic ; and in later years the construction of the line from Winwick Junction direct to Golborne Junction afforded a direct line to the North for all the Scotch and Express traffic, and so avoided the Newton Bridge Station altogether. It was not until this direct line had been open for some years that the Post Office agreed to allow the night mails to use it, as the exchange of bags from north to south, and east to west, at Newton, appeared to be a *sine qua non*, in simplicity ; but the service by Wigan for the North Exchange, and Warrington for the South, was ultimately recognized and accepted as a substitute.

The old Bolton and Leigh Line came to Kenyon Junction originally as a single line of way. The Act for this railway was obtained in 1825, one year prior to the Liverpool and Manchester Act, and it was intended that the inclines upon it should be worked by stationary engines ; the Chequerbent incline was $1\frac{1}{4}$ mile long, having gradients of 1 in 30, and 1 in 49, and there was a heavy incline into Bolton, called the Daubhill Bank. The Hultons and the Hargreaves appear to have had a controlling share in the working of the line. At various places, and at all the stations portions with siding connections were allotted for the sale of coal ; their colliery engines ran over the line without much

Newton
Junctions, the
highway for
all early
Liverpool and
Manchester
Traffic.

Bolton and
Leigh Railway.

restriction as to the times of their trips. On one long loop line near Chequerbent the two sets of rails were quite close to each other. It is possible that coal wagons when passing would clear, but the width was not sufficient for passenger vehicles to do so. Accidents were by no means unknown. A letter written by a relative of mine, dated as far back as June, 1831, narrates an incident in the working of the line :—

“ I was much gratified while at Bolton with a sight of the Bolton and Leigh Railway on which I saw several steam carriages pass ; but I felt no inclination to venture in them. A few days before, an accident occurred to some of them on this line, which might have been attended with serious consequences. On going down an inclined plane, the cable by which the carriages are held back to prevent their too great velocity, broke ; this check being gone they were impelled down at an amazing rate, but some persons at the bottom, seeing what had occurred, laid a piece of timber across the rail to throw them off, in order to prevent their coming in contact with some houses which would have been tremendously battered. By this means they went to the left of the road and struck against the wall, the shock of which threw their cargo, which consisted of treacle tubs and other heavy goods into the air, causing a most ludicrous sight, but which would have been disastrous if the few passengers who were in one of them had not escaped.”

There was a curious old world style about the line ; the surroundings comported well with the tradition that it was originally ballasted with small coal ; it certainly was worked on the Chequerbent level by one of Stephenson's engines, the “ Lancashire Witch,” twelve months before the “ Rocket ” trials ; and subsequently, another historical engine, the “ Sanspareil,” found employment on the section between Atherton and Kenyon.

The line is now modernized. The opening of the route *via* Tyldesley, with junctions at Chowbent, and the construction of the line through Leigh and Bedford, has removed most of the old landmarks. The Chequerbent and Daubhill inclines are improved, so as scarcely to be distinguishable. The station at Bradshaw Leach, an unknown etymology, is now named Pennington. The Railway Company's proposal to distinguish the two stations at Leigh, and to avoid confusion with two Bedfords, by calling the main one Bedford Leigh, gave rise to a loud outcry from the authorities at the interference with the historical name of their old town Leigh ; and “ Leigh and Bedford ” was adopted after the conference with them.

The station next to Kenyon Junction on the main line was known as “ Bury Lane,” and the upper room of a public house served the purpose of a booking office. This was a strange survival from the days when the trains between Liverpool and Manchester, while stopping here, had the celebrated Eccles Cakes offered for sale to the passengers by the tenant of this public house.

Passengers travelling between Liverpool and Manchester often look out for “ Chat Moss.” That which was formerly a barren moss, producing little more than cranberries, has become since the railway has crossed it consolidated, and is entirely under good cultivation ; all appearance of a moss or morass has disappeared, but the

**Leigh and
Bedford.**

**Bury Lane
and
Chat Moss.**

nature of the ground was proved to have in no way changed, for on the engineer of the North-Western Railway—another Stevenson, though no relation to the great George—commencing to tip in the earthwork for doubling the line at that point, he found the old line becoming unsettled, and so unpleasantly buoyant, that it was necessary to abandon the suggested alignment in doubling and adopt some other course.

The various branches and sections of the busy Northern Division had each a sub-officer allotted for its supervision, and with these men I made daily visits—now along the Bolton Branch with Mr. Potter, who had charge up to Kenyon Junction—now with Mr. Footner the Engineer, over the Edge Hill Sidings, where Saxby and his assistant Fothergill were engaged in improving the signalling : now along the busy mineral line known as Spring's Branch, crowded with colliery sidings, in the very heart of the Lancashire Coalfield ; the Branch being worked on a system existing solely in the intelligence of the local Superintendent, Mr. Hill, under whose control all the Coal traffic, and all the Breaksmen working the Coal trains to the South, were placed. Mr. Dingley being the local chief of the engine sheds.

Both Warrington and Wigan were visited with Mr. Worthington, the Engineer of the district, with plans for station enlargements and siding improvements. At Wigan, on one occasion, we found there had been a battle royal between the employés of the Lancashire and Yorkshire Company, and those of the London and North-Western. It was described as "the battle of Faggy Lane," in which the contents of some wagons loaded with lime had been shovelled upon the besieging forces of the London and North-Western by the Lancashire and Yorkshire servants,—but in spite of their temporary victory, the right of way was ultimately maintained through the more peaceful power of lawyers' discussion and settlement.

Mr. Nichols, the Goods Manager of the St. Helens District, accompanied me over his division to Garston Dock, Sutton Oak, St. Helens Junction, Ravenhead Junction, and the Parr Branch ; introducing me incidentally to the unsavoury stinks of the Widnes chemical manufactories. Offensive as these smells are to the passing traveller, there were some of the officers on the line who considered them very health giving, and Mr. Kay always contended they were highly restorative to him !

The mode of working the trains out of Lime Street by endless rope, and by placing them under the charge of bank-riders, with special tunnel brakes when going down the incline, was in force for many years before it was considered possible that locomotives could manage the haulage up the incline. The lighting of the carriages was a source of trouble, as there was always difficulty in getting the roof-lamps to burn with any degree of brilliancy in the short run

District
Officers.

Springs
Branch.

Wigan.
Faggy Lane.

Liverpool
Lime Street
Tunnel.

down the incline, and of old times the strapping of the luggage on to the carriage roofs prevented the lamps being lighted on many occasions. So general was the practise of thus dealing with luggage on the tops of the vehicles that the gangs of porters appointed to the duty at Lime Street were called "Topmen" as a distinction, a name which continued for many years after the roofing of the luggage had disappeared.

It was a suggestion of Mr. Shaw's, when he became District Superintendent, which removed much of the annoyance of the tunnel journey. It had been customary at Edge Hill to provide each compartment with a small lamp placed in the slots with which the carriages were fitted, to afford some light during the tunnel trip, but the smell of the lamp and the oil about it proved most annoying, and Mr. Shaw advantageously improved upon the plan, by having external lamps hung on to the carriages at Edge Hill, and thus lighting the compartments without the annoyance even of opening the carriage doors. But the final remedy for giving light was attained in subsequent years, when the opening of the tunnel in numerous places was determined upon—thus "taking off the roof" effectively.

The station has been enlarged not once nor twice, indeed, the Church of St. Simon, that was originally near the tunnel mouth, has suffered no less than two removals to accommodate the gradual extension of the additional platforms, the erection of the hotel at the terminus, the provision of engine turntables, and the ample space for intermediate platforms, and cab ranks. The office now used by the District Superintendent is, however, the old Board Room of the Directors of the Grand Junction, and has been used by Members of the Board of Directors for Committee Meetings ever since the opening of the line.

The arrangements at Edge Hill have grown with an equal or perhaps more remarkable extension. When I first visited Liverpool, the foreman in charge of all the shunting, and of the traffic coming up the various tunnels, by which Liverpool Goods business was served, viz. :—Wapping, Waterloo, and Crown Street Depôts, was a Mr. Knox (the father of Walter Knox who succeeded me at Birmingham). On his retirement, one of the most skilled foremen from the Lancashire and Yorkshire Company, Mr. Eli Cook, was selected to follow him, with a special view to improve on the system under which the wagons run in "sets" from these tunnels, were arranged to be worked so as to form the various trains for destinations, North, South, and East. He paid one or two long nocturnal visits of inspection at Camden Goods Yard, to see how far the London system could be made applicable to the Edge Hill marshalling. But it was reserved for a wider development, and the construction of numerous running lines and overhead railways, under Mr. Footner's plans, to serve this splendid output of traffic, on a comprehensive system of gravitating sidings, passing the various wagons through "Gridiron" sidings, so that not only the trains for each

destination are marshalled on to the respective reception sidings, but the individual wagons can be so switched and arranged by the gridiron process that each is in regular station order to be dealt with on the journey without any further re-marshalling.

The Goods Stations in the town of Liverpool were under the management of Mr. David Taylor, who had recently succeeded Mr. Henry Bradshaw as Goods Manager. Mr. Taylor was another recruit from the **Liverpool Goods Stations.** Lancashire and Yorkshire Company, who owed his selection to **Mr. David Taylor.** Mr. Cawkwell's appreciation of his capability.

The outlying stations of Canada Dock, Tue Brook sidings, and Stanley Cattle Market sidings, were visited by rail, in company with Mr. Footner, Gustavus Parker, and J. Knox; but in visiting the town depôts of Wapping and Waterloo, Mr. David Taylor was accustomed to use a most inconvenient trap, not unlike a baker's covered cart, an object of amusement to all his friends.

The Parcel delivery of Liverpool was in the hands of a Mr. Thurstan, a remnant of the old coaching system in Liverpool.

I have not made any special reference to Crewe Station in connection with this sketch of work and history of the Northern Division, as it formed one of the principal features of the main line, with which my **Crewe Station.** ordinary duties had made me thoroughly familiar, apart from this special supervision of the Northern District. The traffic through Crewe developed unceasingly, blockades of trains from the South were not unfrequent; the advent of the North Staffordshire on the one side, the large growth of traffic on the Shrewsbury side requiring the doubling of the Crewe and Shrewsbury Line, the coming of the Great Western *via* Market Drayton, all united in forcing steps to be taken for enlargement, and for constructing independent goods lines alongside the station adjacent to the obtruding goods shed.

Mr. Baker, the Chief Engineer, had one or two meetings at which some of his plans, including the quadrupling of the line between Stafford and Crewe, were discussed—Mr. Saxby for signals, Mr. Martin for telegraphy, and Mr. John Rigg for the locomotive department, having to attend. Inspector Leach was in charge of the signalmen; Mr. Padmore, recently removed from Huddersfield, was Station Master, a position he held for many years.

The Directors in July selected Mr. James Shaw (who had been for many years Superintendent of the East Lancashire Railway), to fill the post of District Superintendent of the Northern Division, and I had the pleasure, on 2nd September (1867), of accompanying him by special train all over the division, and introducing him to the staff; the Company had in him a thoroughly experienced officer, and one on whom reliance could be placed to cope with all practical railway difficulties.

Mr. James Shaw
appointed,
September,
1867.

A very serious accident in July, 1867, at Warrington, Walton Junction, owing to a mistaken signal, led to further activity in interlocking and improvement in signalling, as at the place in question a recommendation of the Inspector, consequent on a former accident, had been but partially carried out. The casualties among passengers were numerous, and Mr. Dawlings, at that time Mr. Cawkwell's chief clerk, came down to Warrington, and established his quarters in the hotel there, in order to deal as promptly as possible with the claims of the injured Passengers.

**Walton
Junction
Accident,
July, 1867.**

Mr. Dawlings.

Mr. Dawlings' long absence from his London duties led to changes in the conduct of the General Manager's Office; and the letters with reference to passengers' delays and complaints, parcel claims and irregularities, drifted into my charge. Mr. W. P. Young, who had been in some leading position on one of the Irish lines, was given to me as an Assistant, but very shortly afterwards he left Euston, having obtained a Managership in South America.

I have been fortunate in possessing some very good and trusty clerks. The Chief Clerk for many years was one of my old Birmingham staff, Mr. W. Raison. Mr. Goulborn, senior, served as train clerk; Mr. Widdowson had charge of the passenger fares. All these seniors had the disadvantage of not knowing "shorthand," and without its use the extent of work despatched in the office could not have been dealt with; fortunately, the juniors had all acquired it—among the most serviceable I name Mr. Goulborn, junior, a man with all his father's carefulness and accuracy, and a double portion of his ability and resource; Mr. Davis, who went to an Indian position; Mr. Ingham, Mr. Hyde, and Mr. Stuttaford.

**Euston.
Staff of Clerks
and Cadets.**

Among the earliest of the cadets who came into my training was Mr. Charles C. Tait, Mr. Cawkwell's nephew. After a short time in my hands, he was removed to Manchester as District Assistant. He subsequently had charge of the Whitehaven Division, succeeding the very unsatisfactory "Myson," and on leaving the service of the London and North-Western obtained the post of Manager of the Eastern and Midland, and afterwards (1884) of the Mersey Railway, where he died in harness.

Mr. C. Tait.

1837: This year witnessed several extensions of the single line of the Central Wales Railway. On April 1st, it was opened as far as Builth Road, having a back-set junction on to the Mid Wales Line, which was on a lower level than the Central Wales. The Mid Wales Company called their low level station "Llechryd," while the Central Wales called their upper level station "Builth Road Junction," somewhat to the confusion of travellers.

**Central Wales
Extension
Railway.**

On 1st May the line was opened to Garth, and on 1st June to Llanwrtyd. Journeying with Ephraim Wood over his new district to Shrewsbury, and then with Mr. Bishop, I travelled to this new temporary terminus at Llanwrtyd,

where, in obedience to the demands of the Board of Trade, the engine turntable, that had done terminal duty, first at Llandrindod and then at Garth, being taken on stage by stage, had now found a temporary resting place. We had to pass over the intermediate country by road, skirting the Sugar Loaf, and gradually descending to Llandovery; there we came on railway

Mr. Glascodine.

Mr.

W. D. Phillipps.

Llanelly

Railway.

lines again, being met by Mr. W. D. Phillipps, the Manager of the Llanelly Railway, and Mr. Glascodine, the Secretary. They escorted us to Llandilo and Carmarthen, and back to Llanelly.

Next day Mr. Ludford, the District Engineer, took charge of our party up to Pontardulais, where we came on to North-

Western rails once more, and travelling *via* Killay reached the sea at Swansea Bay, then inspected the Dock lines and the new terminal Passenger Station Victoria, watched the working of the Mumbles Tramway, and made the acquaintance of Mr. Mortimer, Manager of the Swansea Vale Line.

A short line of railway from Ebbw Vale Junction to Ebbw Vale Station was opened in September—the Huddersfield and Kirkburton Branch was opened in November—and the “Stamford and Essendine Line” connecting with the North-Western at Wansford; this latter gave us an alternative route to Stamford, but as the Company already had one route, our Manager was not anxious to listen to suggestions for acquiring the new line, and it ultimately fell into the hands of the Great Northern Company, who worked the trains into our Wansford Station.

The Great Western Company opened their Market Drayton Line between Wellington and Nantwich early in the spring, and exercising their powers into Crewe, brought their requirements with respect to Manchester connections under discussion at our Conferences. The branch line from Smethwick to Stourbridge Junction was opened on 1st April, and a short lived service between Kidderminster and New Street, Birmingham, came into operation.

In September of this year 1867 I was instructed to attend on behalf of the London and North-Western Company, the opening of the large

**Opening
of Barrow
Docks.**

Docks at Barrow, in connection with the Furness Railway Company. Mr. W. E. Gladstone travelled in our saloon, and made one of his noted speeches at the large banquet, at

which no less than 1,298 guests were present. His voice was heard with perfect distinctness throughout the large building in which the gathering took place.

The Clearing House changes at the Superintendents Conferences for 1866 and 1867 were considerable. Mr. J. P. Knight appears for the South

**Clearing House
Changes,
1866–1867.**

Eastern Company at the January Meeting, 1866, and Mr. Compton is reported as the representative of the South Devon.

Mr. Dykes at the next meeting represents the Bristol and Exeter Line. Mr. Roberts is reported as Superintendent of the Highland Railway, and in July, Mr. Henry Cook is mentioned as appointed Superintendent

of the Furness Railway, and Mr. Myles Fenton of the Metropolitan. In October, Mr. J. B. Cooper, son of Mr. C. Cooper, of Liverpool, is appointed to represent the Potteries, Shrewsbury, and North Wales. Mr. Allen's name appears as Mr. Tyrrell's representative, and Mr. Welburn acts for Mr. Christison; both these gentlemen in after years obtained the Superintendent's full position. Mr. Christison was elected Chairman for the year 1867.

In the year 1867, Mr. Plews from Shrewsbury is appointed on behalf of the Irish North-Western, *vice* Mr. Thomas Shaw, who removed to Belfast as successor to Mr. Swaine, representative of the Ulster Railway. In March, Mr. English is recorded as representative of the Cheshire Lines; the South Yorkshire Company being absorbed in the North Eastern Line.

During the year I was instrumental in urging the Railway Companies to adopt, and bring into shape, the plan of differential charges at Owner's risk and Company's risk, and after some long contentions had the satisfaction of getting the forms adopted by the solicitors for the above as well as for a further point I had also urged, *viz.*, the fixing of a special limit of liability for animals, birds, etc., not obtained by the Carriers Act.

Tourist Tickets hitherto confined to first and second class were extended to third class at the Spring Meetings this year, and the standard of fare and two thirds established for their basis. The mode of charging for traffic conveyed at mileage rates between competitive points, which had always been a source of difficulty to booking clerks in ascertaining accurate distances, was simplified by the agreed adoption of the Parliamentary fares as the basis to be taken in all cases. But the chief work which the Conference completed was the final issue of the "Appendix" to the Rule Books of the

**Rules and
Regulations
for Working
over Foreign
Lines.**

Companies, embodying the "Rules for working over foreign lines," intended to relieve drivers and guards from the necessity of carrying the separate books of each of the lines over which they may have to travel. It was the first great step towards uniformity, and was the outcome of a series of meetings.

As far back as 1862, Mr. Walter Leith, then Superintendent of the Great Northern Line, at a meeting held on 2nd April, at which there were present: Mr. Henry Blackmore, Lancashire and Yorkshire; Mr. Gilmour, Glasgow and South-Western; Mr. Lane (Monmouthshire Railway); Mason and Swinyard, London and North-Western; Roberts, West Midland; Currey, Great Northern; and Whitton (Little North-Western), had proposed that a Sub-Committee should be nominated to draw up Rules and Regulations for drivers and guards working over the lines of other Railway Companies.

**Appointment
of First Sub-
Committee,
1862.**

The Sub-Committee consisted of the following:—Messrs. Blackmore, Lancashire and Yorkshire; Christison, North-Eastern; Croll, Scottish-Central; Leith, Great Northern; Mason, London and North-Western;

Needham, Midland ; Roberts, West Midland ; Thomson, Edinburgh and Glasgow.

Nothing appeared to have been done by this Committee, and in 1865, as the urgency of the question was growing daily, I revived the subject, and with the authority of the General Managers, a Committee was appointed to deal with the question. The officers selected were :—Messrs. Tyrrell, Great Western ; Neele, London and North-Western ; Needham, Midland Railway ; Cockshott, Great Northern ; Ward, Caledonian Railway ; Bradley, Manchester, Sheffield, and Lincolnshire ; Mortimer Harris, London, Chatham and Dover. Mr. Needham being appointed Chairman.

The Committee proceeded by very easy stages, for it was not till 12th June, 1867, that the final report was issued.

The form adopted was carefully compiled so as to avoid any interference with existing Rules : it took the shape of an "Appendix" applicable to guards and drivers when travelling over other lines than their own, incorporating the gist of the accumulated Rules of the principal railways ; nothing was introduced that in any way conflicted with existing rules, the idea being that the set of Clearing House Rules should be bound up as an Appendix to the separate Companies' own Rule Book, and that acquaintance with the Appendix would suffice when running over "foreign" lines. To render this thoroughly serviceable, and to get over the difficulty of the divergence of signals, the closing pages of the Appendix contained in the shape of diagrams, under the head of the various lines, any signals in use that differed from the semaphore.

Semaphores shewing the following appeared as the standard signals in the forefront of the Appendix :—



DANGER—STOP—With arms horizontal on left-hand side of the post,
Red Light at Night.



CAUTION—Arms dropped to angle of 45 degrees,
Green Light at Night.



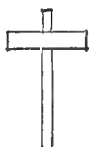
ALL RIGHT—Arm quite close to the post, shewing no signal,
White Light at Night.

The divergencies as to forms of main signals and distant signals were very numerous;—notably, the Great Western Company had a strange combination of discs, crossbars, and pointer arrows; but their disc when turned full on signified “all right,”—contrary to the custom on all other lines!

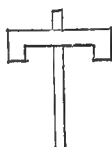
The South-Western had its own special system of disc, constructed to work to three positions as shewn below; this system was the invention of the late Albinus Martin, C.E., who was at one time superintendent and afterwards engineer of the line, so I am informed by Mr. E. Andrews, who was his pupil, and subsequently himself engineer for the London and South-Western Railway. The Midland had its distant signals of an oblong shape, while semaphores were adopted for their main signals. The North-Western used Semaphores on the whole line except in the Southern Division where the discs and cross-bars worked together—quite at variance with the Great Western arrangement.

The following diagrams shew a few of these divergences.

THE GREAT WESTERN adopted both for Home and Distant Signals the disc and cross-bar, thus :—



Up Line—Danger.



Down Line—Danger.



All Clear (Red).

In addition to which at stations they had “Board” Signals worked in connection, thus :—

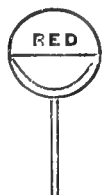


Danger.

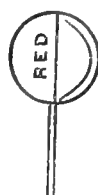


Caution.

THE LONDON AND SOUTH-WESTERN had quite a different system; their disc shewed two or three separate indications for danger, thus :—



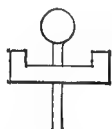
Stop Signal for both lines.



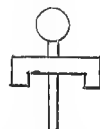
Stop signal for the line to which the Red Signal is turned.

while for “line clear” the disc was turned so as only to shew “the edge” to an approaching driver.

THE LONDON AND NORTH-WESTERN in the southern division (only) had both disc and crossbar working together both for home and distant signals —



Up Line—Danger.



Down Line—Danger.

when indicating “all clear,” the signals were turned off so as to present “the edge” to an approaching driver. In other parts the semaphore was in use, and its general adoption was intimated.

The wording of the Rule regulating the mode of dealing with the distant signal was one of the most troubled questions we had to deal with. Up to the time of the sitting of the Committee the instruction adopted by the majority of the Companies had been as follows :—

“When a train is stopping at a station, or when there is any obstruction thereat, the main and auxiliary signals must be at *Danger*, and any coming engine or train must *be brought to a stand at the auxiliary signal*, when the engineman will open his whistle, and afterwards proceed with caution towards the station.”

The observation, or rather non-observation of this rule, came under critical review from time to time by the Board of Trade Inspectors in connection with their investigation into accidents. It was found an impossible rule ; owing sometimes to the shortness of running space after sighting the signal, sometimes to the absence of sufficient brake power the drivers did not pull up AT the distant signal *to stop and start again*. Frequently although the distant might be at “danger” when first sighted, the obstruction in front of the train had been removed at the time the distant was reached, and the stopping at the distant rendered unnecessary. From one cause and another the *actual stopping* at the distant signal was but indifferently observed, and in cases of accident “this want of discipline” (as it was termed), was severely commented on by the Government Inspectors, and the Railway Superintendents were practically censured by them on every such occasion, as being cognizant of the irregularity in practice, but only taking action when accidents arose.

With a view to get rid of this difficulty, and to place the practise and the Rule on a consistent footing, the requirement to come to a dead stand was modified, and the following wording was adopted :—

**New Wording
of Rule.**

“When a train is stopping at a station, or when there is any obstruction thereat, the main and distant signals must be at *Danger* ; and the driver of any following train or engine must, when he sees a signal of *Danger* exhibited at the distant signal post, immediately turn off steam, and reduce the speed of his train so as to be able to stop at the distant signal ; but if he sees the way is clear he must proceed slowly and cautiously within the distant signals, having such control of his train as to be able to stop short of any obstruction there may be between the distant post and the station.”

The Appendix was adopted very cordially by the General Managers, and gradually the wording of the Clearing House Appendix was incorporated in subsequent issues by many of the Companies in preference to their own wording. Uniformity was considered desirable, and so satisfactory had the Appendix proved, that by desire of the Managers in 1874, a Committee of the Superintendents was appointed to draw up RULES AND REGULATIONS, not restricted to working over foreign lines, but for the guidance of the officers and men of the railway service, to be *generally applicable to the working of all railways.*

CHAPTER VIII. 1867—1870.

Elected Chairman of Superintendent's Conference—Llanelly Railway—Pembroke and Tenby—Abergele Accident—Medical Committee—Ticket Collecting Committee—Ticket Frauds—Communication between Passengers and Guards—Trial Trains at York—Cord and Electricity—Runcorn Bridge—Overhead Junction at Bird's Wood—Scotch Night Service to join "Iona" at Greenock—Death of Mr. Charles Mason—Series of Accidents;—St. Nicholas' Carlisle—Penruddock—Tamworth—Harrow—Normal Position of Signals—Changes under Mr. Findlay's Management—Marquis of Bute short of Money—Pass Order Books adopted—One-Wire and Three-Wire Systems of Telegraphy.

AT the October Meeting, 1867, I had the honour of being elected Chairman of the Superintendent's Conference for the year 1868.

1868. The new lines in which the London and North-Western were interested, opened during the year 1868, were as follows:—In April the extension of the railway, from Llanrwst to Bettws-y-Coed, was completed, and a new station at Deganwy, near Llandudno, was also opened. Up to that time no idea had existed of making it a timber port; the only water traffic there consisted of the little steamer, plying in the season up the beautiful reaches of the river Conway, as far as Trefriw. A moveable landing stage on the river bank at Deganwy, gave the only access for passengers to the steamer.

**1868.
New Lines
Opened.**

At the end of May, the Central Wales Extension was finally inspected; I met Colonel Rich with the Engineers, Mr. Robertson, M.P., and Mr. McIntosh, and in June this Central Wales line was brought into traffic service from Llanwrtyd to its terminus at Llandovery. The journeys of the turn-table, which had been made to suit the respective sectional openings, came to an end; and at Llandovery the North-Western joined the tripartite system of the Llanelly Railway, of which Mr. W. D. Phillips was Manager, and Mr. Glascodine, the Secretary; Mr. Ludford, the Resident Engineer, &c. Mr. Phillips was nephew to Mr. Biddulph, the Chairman of the Line. Very shortly afterwards Mr. Phillips was appointed one of the London and North-Western Officers, and after being for some years the District Superintendent of the Company at Manchester, became and still is the successful General Manager of the North Staffordshire Railway. Sir Richard Moon's compliment on his negotiations on behalf of this latter Company, was that "we had taught him too much!"

The opening to Llandovery was availed of to make some striking announcements of the saving of 55 miles between Manchester, Liverpool, Birmingham, &c., and Llanelly, Carmarthen, and Swansea; which notices were probably not very acceptable to the Great Western authorities. The route of the North-Western to Swansea had been heretofore *via* Aberdare and Pontypool Road; or *via* Newport, where an omnibus conveyed through

booked passengers between Mill Street, our terminus, and High Street, the Great Western Station. The route by Llandovery gave a new entry for us into Swansea, Victoria Station being the terminus of our system.

Between the Great Western and the North-Western a singular fate attended the Llanelly Railway. Amalgamations and absorption of small lines have been common enough, but disintegration is unusual; in this case, however, it was carried out. The line from Llandovery to Llandilo became joint London and North-Western and Great Western Railway:—The portion from Llandilo to Pantyffynnon and Pontardulais, and thence to Llanelly, became Great Western property:—From Pontardulais to Swansea the North-Western were proprietors; running powers being exercised over the intervening distance to Llandilo.

The remaining portion of the Llanelly system ran from Llandilo Bridge to a junction at Abergwili with the Carmarthen Line. This became North-Western property; but between Llandilo and Llandilo Bridge, there existed a piece of debateable ground about $\frac{3}{4}$ mile, with disputed powers, which led to some difficulties in 1871. At Abergwili, the line entered on the mixed gauge ($1\frac{1}{2}$ miles), to Carmarthen, and at that town, reached the termination of the narrow gauge; the line thence to Carmarthen Junction, where the Great Western was joined, being exclusively broad gauge.

This Llanelly group of lines, all narrow gauge, was far from being up to date. The stations and platforms were dilapidated, the crossing loops short, the permanent way weak; but the Engineers of the district had introduced one of the simplest forms of interlocking for the loop line facing points that could be schemed. Attached to the point lever was a flat plate, working horizontally, the plate perforated by a single hole. When the points were in the position for allowing a train to pass through the facing points, the hole admitted a perpendicular rod attached to the signal arm adjoining, to pass down it, and the signal was accordingly lowered to "Caution." When the plate was not in this position, the signal could not be so lowered, and remained at "Danger"—cheap and effective locking so far as it went.

The Pembroke and Tenby Line was a narrow gauge system, within a few miles of Carmarthen. Mr. Smedley, the Manager, naturally hailed the advent of a narrow gauge route to and from the North, and in August, 1869, their line was extended from Whitland to the town of Carmarthen. For the larger portion of the way their trains ran over the Great Western Railway, and that Company had to arrange in terms of legislative Acts for their passage. They did this by "narrowing-in" one of their two broad gauge roads, between the respective junctions near Carmarthen on the one side, and Whitland on the other; and so, for some length of time, there were two single line systems in operation between those two points, side by side, one for Great Western trains,

**Carmarthen
Terminus of
Narrow Gauge.**

**Llanelly
Interlocking
System.**

**Pembroke
and Tenby
Line.**

the other for the Pembroke and Tenby trains — Tenby shortly afterwards having the advantage of through trains for the first time.

Great Western diplomacy did not allow us to hold this monopoly, and after a while the town junction for Tenby traffic at Carmarthen was done away with, and when the broad gauge died out, a narrow gauge exchange was effected at Carmarthen Junction.

On 1st July, 1868, the Sandbach, Middlewich and Northwich Line was opened—a single line under train staff and ticket arrangement. In company with Colonel Yolland, I went over the line on the 5th June, meeting Mr. English and Mr. Sacré, on behalf of the Cheshire Lines at Northwich Junction. On 1st November the line from Nantybwch was extended to Tredegar, where *via* the Sirhowy Line—a tramroad converted into a railway—another communication was established with the busy districts of South Wales.

One of the most important openings of the year was that of the Midland Railway Company, who, on October 1st, ran their first passenger train into their new London terminus at St. Pancras. They had opened for goods traffic from Bedford to St. Pancras Dépôt, on 9th March, and for passengers to Moorgate Street, on 13th July.

Through bookings were established in 1868, with the North British Company, *via* Carlisle, and a friendly approximation took place, largely influenced by the fact that Mr. Samuel L. Mason, brother of Charles Mason, became the General Manager of the North British Railway. From time to time attempts took place to bring about a friendly relation between the Caledonian and the North British, but the antagonism seemed implacable, and any truce was generally short lived. One of the usual accompaniments of a Superintendents' Meeting, or an "English and Scotch Joint" Conference, for many years, was a recurring pitched battle between Henry Ward for the one line, and James McLaren for the other. The latter gentleman was raucous in voice, and trenchant in expression. The former quiet in manner, but keenly determined on carrying his point.

The autumn gathering of the Superintendents and Goods Managers took place this year in Scotland, at the Port of Menteith, near Stirling. I have a vivid recollection of the afternoon we spent there. Among the entertainments of the day were a foot race and leaping competition, in which Mr. George Findlay and Mr. David Dickie took a prominent part. One can hardly fancy these two grave and reverend seigniors, as they subsequently became, entering into such a contest. But "the bow is not always kept bent," and Mr. Dickie was ever ready to contribute his personal aid at any evening entertainment; his large bald head lending itself easily to masquerading caricature.

The autumn of this year was noted in railway annals for the terrible

accident at Abergele to the Irish Mail train, by which no less than 33 passengers lost their lives. It happened at the time I was spending my holiday at Lowestoft, and the first tidings I received came through accidentally meeting a friend on the sea shore, who told me that there were announcements in the papers of some startling mishap in North Wales. My holiday was cut short, and I returned to find that Mr. Mason and Mr. Roberts (Mr. Blenkinsop's chief clerk), were attending the inquest. The London papers were full of the details of the inquiry; a conflict of evidence arising between the statements of some of the passengers who had travelled in the rear portion of the train, the number of charred bodies discovered, and the story of a woman who lived near to the spot. She persistently declared that one of the ladies in the burning carriages had a child in her arms, and that, as she, the passenger, was unable to escape, she, the woman, desired her to throw the child out to her. No body of any child was found, nor was any unidentified child travelling in the train. The woman in question lived near the line of railway in a cottage, still existing, close to the sea shore. It has upon its side the legend the "Startled fawn,"—apparently the name board from the bows of some small steamer or yacht. The cottage serves very closely to identify the site of the accident itself.

A very clear and temperate statement of the occurrence was given to the public by a descriptive letter to the *Times*, by the Marquis of Hamilton, the eldest son of the Duke of Abercorn, whose wife and family, fortunately for themselves, occupied one of the rear carriages, which were uncoupled from the burning train and saved.

He describes how immediately after the collision he alighted from the train, and saw the whole of the three front passenger carriages, the vans and the engine, enveloped in sheets of flame, and dense smoke rising fully 20 feet high and spreading out in every direction. The wreck was the work of an instant; not a movement of any sort, no struggle to escape was apparent in the doomed carriages. So complete was the absence of any indication of living or struggling life in them, that it was imagined by the passengers alighting from the other parts of the train, recovering from their first shock and consternation, that the burning carriages were destitute of passengers—a hope soon changed into feelings of horror, when their contents of charred and mutilated remains were discovered an hour afterwards. From the extent of the flames and the suddenness of the conflagration, the sufferers, in all probability, were instantaneously suffocated by the black and fetid smoke, peculiar to petroleum, which rose in volumes around the spreading flames.

The incinerated and shrivelled remains of the 33 passengers who perished—a sight which caused poor Roberts a serious, mental shock—were all laid together in a portion of the churchyard at Abergele, and a memorial tablet erected there, records the tragic story.

The goods train in this case was being dealt with at the upper end of

the Llandulas incline, at the Llysfaen Lime Works, sadly too close in advance of the time the Irish Mail was due. No doubt the goods guards hoped to have completed their work in time, and probably there was haste about the marshalling they had to carry out. The rear van must have been secured by the brake, or it would not have rested on the incline. While standing there four wagons loaded with petroleum were shunted back against it, and very shortly afterwards the whole five were observed to be moving down the gradient. The goods guard tried to overtake and jump into the brake van, in vain; the runaway vehicles acquired speed too rapidly, and with scarce any warning to the on-coming Mail train, the collision occurred—the driver leaping from the foot-plate as the blow took place—the van and trucks crushing into the engine, and in a moment spreading blazing ruin on the train, and suffocating death on the doomed travellers.

The construction of a siding on the level, the prohibition of shunting on the incline at this place, dealt with the local difficulty, but the provision of sprags in readiness at all gradient sidings, and similar protective steps, were the result, not only on the North-Western, but on railways generally, together with considerable restrictions and special regulations for the conveyance of inflammable oils.

The late Mr. Binger, the District Superintendent, was always of opinion that the cause of the mishap was the fracture of the brake-plate of the van by the blow of the wagons against it. The van-brake was so constructed that the brake-screw depended entirely on the strength of the brake-plate, and shortly after the accident he called my attention to another van of same sort, in which by a fracture of the brake-plate the screw was rendered quite useless. At the close of the inquest, at which I was present, the brakemen were brought in guilty of manslaughter, and fled to avoid apprehension; in somewhat doubtful taste the Company did not object to their flight.

For some years a worthy resident of the Lake District was accustomed to visit the station at Oxenholme, and while the trains stayed there to distribute, very politely to the passengers in the various compartments, religious tracts. Among these, it turned out, was a terrible warning to passengers, with a wood-cut of the Abergele accident flaming as a frontispiece. It was rather too much to tolerate such a startling reminder of our misfortunes, and a stop was put to this particular portion of his zealous labour.

Misfortunes are said seldom to come alone. The facts connected with the Abergele accident were under discussion between the Chairman and Directors, and Mr. Binger, when tidings came of another accident on his district at Holywell. The result was a general inspection of the district, and the provision of numerous shunting sidings and relief lines, in addition to a forward movement as to telegraph sections, and interlocking along the whole division. Mr. Mason and Mr. Hedworth Lee; Mr. Whale and Mr. Lord, for the Locomotive Department;

**Llandulas
Incline.**

**Siding Accom-
modation on
Chester and
Holyhead Line.**

Mr. Farr and Mr. Martin Smith, for the Goods Department ; Mr. Day and old Inspector Stretton were present throughout our inspection—the latter had been connected with the line since its opening, but he was unable to grasp the details of the new system.

In November of this year, the old station at Warrington was abandoned for passenger traffic. The booking office had been attached to the building then known as the "Patten Arms," now the offices of the Goods Department. The new station at Bank Quay was opened for traffic with upper and lower level stations. Mr. Banks from Dudley Port became Station Master. Mr. Shaw and Mr. Footner were on the ground with me all day, and for the first time a connection was given for passenger traffic, but not for the exchange of vehicles, between the old Grand Junction Line and the Low Level Railway, between Runcorn Gap (now called Widnes) and Broadheath. Arpley Station was closed, though not without some outcry from the town authorities. In the following year a slight concession, with a view of meeting their remonstrances, was made by stopping a couple of trains daily at Wilderspool Ticket Platform.

Mr. Bickersteth joined the Board in 1868, and among the questions to which he early turned attention was the settlement of claims for personal injury, and the mode of dealing with medical supervision.

Mr. J. P. Bickersteth appointed Director. Dr. Page had the Carlisle district ; Dr. Bickerton the Liverpool district. Dr. Oliver Pemberton had taken the cases in the Birmingham division, while Dr. Skelding had the London portion, and frequently took the outlying districts. It was decided to have one consultative man for the whole line, and Dr. Annesley, who had been known to Mr. Bickersteth in India, was selected. Subsequently a special "Medical Committee" was organised, at which Passenger Claims of a serious character, or beyond the limit of my free action, were dealt with, and the Medical Officer attended as adviser.

After Mr. Dawlings left Mr. Cawkwell's office, the whole of this department was taken in hand through my office ; Mr. Wieland being specially told off for the duty of effecting settlements. He had a very clever knack of closing such negotiations, and his estimates of cost of injury were singularly accurate.

Mr. Annesley retired in 1870, and was succeeded by Dr. Puzey, who held the position of Chief Medical Superintendent till 1872.

The training of members of the staff in the practical knowledge afforded by the St. John's Ambulance Society, has been among the Company's later developments—classes being formed for acquainting the men with information as to "first aid," and enabling them to do something of a serviceable nature, in case of any of their comrades meeting with an accident ; prior, however, to these skilled lessons, it had been arranged to supply "tourniquets" to all the signal boxes, goods guards' depôts, &c. Elastic india-rubber tubes were at first supplied in special boxes, with instructions as to their being constantly kept

supple, and as to the course to be adopted to arrest bleeding in case of accident :—if the hand was injured, the tube was to be tightly fixed round the wrist ; if the upper part of the arm was injured, the tube must be secured close to the body ; similar course to be adopted in all parts. One of the clerks in Dublin wrote back in acknowledging the circular, to the effect, that he supposed if a man was hurt in the face the tube must, following the instructions, be made tight round the man's throat !

Another of the Committees, at which Mr. Bickersteth and Mr. O. L. Stephen were very regular attendants, was that which dealt with Ticket Collection and Ticket irregularities. The Committee met monthly. There was found to be a remarkable leakage in the collection of tickets as compared with the number issued, particularly in those for single journeys, and the outward portions of return tickets. It might naturally be expected that every ticket taken for a single journey would come into collection, and the same might be predicted of the outward portion of a return ticket. The passenger taking such tickets would be supposed to intend completing the journey for which he had booked, and giving up his ticket on so completing it ; but the statistics of "tickets missing in collection" shewed a very different result. The various station collections were tested, the excess returns checked ; short booking was evidently in operation for probably fraudulent purposes. A gang of "flying ticket collectors" was organised to check frauds and attempts at fraud, taking orders only from my office, as to the trains to be examined, when and where, the stations to be visited, and their reports were made to me without any reference to the District Officers. Some of their greatest harvests were made in connection with race meetings ; the collectors had a wonderfully keen scent for a fraud. Concealed passengers under the seats, covered by confederates' rugs, were oftentimes discovered ; the usual plea of perfect innocence was of no avail ; this class of customer was not highly amenable to the effect

**Ticket
Collection
and Ticket
Frauds.**

which the placarding of convictions was likely to produce, but in all cases of prosecution the conviction was systematically included in the public "list of convictions." This plan was perseveringly adopted in spite of various remarks by magistrates, and threats from solicitors and traders. The idea that damages could be claimed for this placarding of offenders arose from an action which was successfully maintained against the North-Eastern Company for an individual announcement they had posted up at their stations, but in that announcement they had made a serious error, stating that the conviction had included "hard labour" for the offender in case of not paying the fine : it was for this serious mis-statement that damages were given against them.

**Placarding
List of Con-
victions for
Ticket Frauds.**

So far as I can recollect we have been free from trouble in this respect, except in one case where a son having the same name and the same address as the father was convicted, and the placarding of the name naturally was extremely annoying to the highly-respectable parent.

Irrespective, however, of the question of placarding offenders, the knowledge that a practice of unexpected examinations was in force on the line, had a very deterrent effect on those who might have ventured to risk the chance of detection, and the percentage of irregularity was greatly reduced. Notwithstanding this, the flying gang of collectors far more than paid their wages and expenses, and after some years it was determined to employ a second gang. The first chief of these flying collectors was Stewart, who ultimately was appointed Station Master at Edge Hill.

The frauds and tricks played with tickets by passengers are legion, and at the "Ticket Collecting Committee," Mr. John Partington, who became head of the Audit Office, submitted from time to time many curious instances:—alteration in dates had numerous successful specimens; and to guard against this, Sloper's perforating dating press was tried at some of the chief offices. It often clogged however, and worked heavily, and was by no means clear in its dates; frequently attempts had been successfully made to alter by pin pricks the month or the year, the fraud being found out too late. In many cases passengers had retained unused tickets for twelve months, and used them on the same day of the month one year after original issue; and in other cases, by most skilful touching, the names of stations have been changed—such as Southport on a Southend ticket, Hampstead on a Hampton ticket, &c.—a quiet scrutiny at the Audit Office detecting that which had been passed unnoticed by the collector in the rapidity of his manipulation.

During the years 1866-1868 many experiments were made as to electrical and other means of communication between passengers, guards, and driver. Unfortunately for the progress of the electrical scheme, at Mr. Preece's demonstration of his system before the Railway managers and a large gathering of members, in the Institute, at Westminster, a curious contretemps occurred. He was explaining, by his working model of various vehicles on a train, how, by a severance of the wire or by pushing a button, a bell would ring alike on the engine and in the guard's van: There was the train—there the electric connection through its length—touch this button, the bell will ring—so! But, alas! there was dead silence; dead silence! then a mocking laugh or two, and Mr. Allport's sonorous voice was heard saying, "Ah! this is what we may expect from electricity." The effect was to put electric communication on trains back for years.

During the experimental trials of fitted trains on the North-Eastern Line, near York, 26th and 27th November, 1868, which I had to attend, an equally unfortunate circumstance befel the train of the South-Eastern Company of 25 vehicles, fitted with Mr. C. V. Walker's electric communication. The train "electric tell-tales" had worked perfectly during its journey down to York, but on the trial ground it failed several times, and was ridiculed out of the competition. It was asserted by the patentee that there had been foul play, and that the instruments had been tampered

**Mr. Preece's
Demonstration.
Electric Com-
munication.**

**Trial Trains
Communication,
Passengers to
Guards and
Drivers, near
Malton, 26th,
27th November,
1868.**

with ; but it was shewn afterwards, though sadly too late to be of service, that the defects arose entirely through the experimental trips being run upon a section of un-fished railway between Scarborough and Malton, and the want of rail continuity had been the cause of the frequent failures—the earth contact was fitful. On the same occasion some coaches (two and a van), fitted with an electrical communication on Mr. Preece's plan for the South-Western, together with six and a van of North-Western stock fitted with Mr. Martin's system, were tested, and made very satisfactory performances ; but the prejudice against electricity, the estimated cost per vehicle of fitting, and the unfortunate failure of Mr. Walker's experimental train, induced the Managers to decline to recommend its adoption.

The train that Mr. Martin had been permitted to fit up had been run experimentally, with very satisfactory results, on our own line. It was so arranged that a signal once given could not be withdrawn—
Mr. the bell would continue to ring till attended to by the
S. M. Martin's guards, whose special key alone could replace the indicator.
System. The carriages were also fitted with a break-away detector, which, in case of a train separating, would ring the bells in each of the vans : but the electric system did not at that time meet with any cordial support from the Company.

Another electrical expert was at work on the problem of communication between passengers and guards on our line, and had completed a very simple system fitted to trip trains between Holyhead Station and the Pier. Mr. Binger on one occasion introduced me to the
Mr. designer, Mr. J. W. Fletcher, then a junior in the employ of
J. W. Fletcher, the Electric and International Telegraph Company. He
Electric Trials became Telegraph Superintendent of the North-Western Railway, and has
at Holyhead. had the opportunity of completing his scheme and applying it in a perfected state to the carriages allotted to the Queen's special train.

The experimental train sent by the L. & N. W. Co. to the trials at York consisted of 25 vehicles, fitted with a very rough scheme of Mr. Ramsbottom's, of an outside cord on the off-side of the train running through hangers below the level of the windows, connected with a spring on the engine ; the cord to be cut with a knife in case of emergency, thus releasing the lever. Mr. Scott, on the South-Western, adopted the idea to a certain extent by threading the cord through the carriage commode handles ; but the inconvenience at off-side junctions was considerable. To a great extent he stood alone, for the General Managers, at the close of the experimental running, agreed to recommend the system known as "Harrison's" (the Engineer of the North-Eastern Line). The train of the North-Eastern consisted of 25 vehicles—mixed carriages, horse boxes, and carriage trucks—fitted with an outside cord, running under the eaves of the carriage roofs over friction rollers, working to the van at the rear and to the engine in front. The train was submitted to various tests—vehicles detached,

re-marshalled, and reattached, and worked satisfactorily throughout the trials.

An undertaking was given to bring it in general use on 1st August, 1869, and to one class of men it has been a trouble ever since. The wheel

**The approved
"Cord Com-
munication"
to come into
use, 1st
August, 1869** in the guards' van had always to be kept in tension; a varying amount of slack to be taken up; the clockwork bell to be kept wound up; when the cord is pulled a catch ought to strike the bell, the whistle on the engine ought at the same time to be sounded by the pull, and actuate a "detector"

suggested (but only very partially adopted) for the outside of the carriages. The cords ran on pulleys along both sides of the train, but only one side was coupled up. Passengers imagined all that was necessary was to give a gentle pull at the cord when it was found—probably with difficulty—over the door; then, in many cases the wrong side cord was pulled, of course without effect. The rain would tighten the cord, and give totally unnecessary alarms to both guard and driver. Needless stoppages were thus made, only to find the detention totally useless; the snow would congeal around the cord, and prevent its acting; the shunters had difficulty in finding the connecting dog-hook with which the separate lengths of cord for each carriage were fitted; constantly it was necessary to stand on the buffer-rods—everywhere else than at elevated platforms—then the handy knife, the severed cord, the surreptitious knot! Occasionally, drivers would make a shunt before the cord was uncoupled in the proper place, when the whole length of the train cord would be run out or snap at the weakest point; the testing prior to starting from stations, when the guard had to satisfy himself that all was complete by awaiting the sound of the responding whistle—the startling scream of this whistle suddenly bursting out, to the dismay and almost terror of the bystanders, all added to the annoyances with which the scheme was burdened.

Such was the cord communication adopted by the General Managers, to enable passengers and guards to call the drivers attention in case of
**Continuous
Brakes.** emergency. Very shortly the decision was followed by experiments with the view of adopting some form of continuous brake that would give the needed rapid action and pull up the trains in case of urgency, and here a most lamentably varied selection was made by the respective Companies.

On 19th November, 1868, in company with Mr. Rigg for Mr. Ramsbottom, and Mr. Bore, of Wolverton, I travelled over the Metropolitan

**Clarke's Chain
Brake tried on
Metropolitan
Railway.**

Line with Mr. Clarke the patentee of a new continuous chain Brake, testing one of the trains so fitted. We travelled into the City and then back to the last opened station at Hammer-smith; the brake then tested was the same in principle which afterwards was adopted by the North-Western Company, and obtained some notoriety in the subsequent trials as the Clarke-Webb brake.

The Mr. Clarke, who was responsible for this chain-brake, was no relation to Mr. Latimer Clarke, who was also in the field with a pneumatic brake. A trial train for the purpose of testing his system was run on the 4th December, 1868, from Ludgate Hill to Seven Oaks and back, with satisfactory results ; but the great field day of trials was yet to come. One remarkable feature was ever present on these occasions, and that was the objection felt to allow the drivers of the trains to be the responsible parties for actuating the brakes—"dont have all your eggs in one basket" was the "double corner" of objection urged by Mr. Ramsbottom on all such trial trips. The attempt to force responsibility on to the guards, I told him, was like expecting the bus conductors to pull up the horses of an omnibus ; but all in vain, the idea permeated the Locomotive Superintendents' view for years. The driver's whistle was to be the means by which the guards should be warned to act and apply the brake ; forgetful of the fact, that oftentimes the brake whistle failed amid the jar and rattle of the travelling train to be heard by the guard in rear.

1869. Coming to the year 1869, Mr. Henry Ward, of the Caledonian Railway, was elected Chairman of the Railway Superintendents for the year. At the Quarterly Meetings the Lancashire and Yorkshire Company, having lost Mr. Shaw, are still represented by Admiral Binstead, Mr. Blackmore, and Mr. Normington. In July, Mr. Cockburn succeeds Mr. J. P. Knight as Superintendent of the South-Eastern Railway, Mr. Knight having been appointed Manager of the Brighton Railway, a position in the contest for which I only succeeded in obtaining the second place.

In October, Mr. J. E. Ward is announced as successor to Mr. Skipworth, in the management of the Midland Great Western, the latter gentleman having obtained the appointment of Traffic Representative of the London and North-Western Railway Company in Ireland,—a post which he held with distinction and with the appreciation and respect of his fellow officers in England and Ireland till the day of his death in 1898.

In October, Mr. Rowe is appointed as the representative of the Aylesbury and Buckingham Railway : in the previous July, with Mr. Frank Stevenson and Mr. Rowe, I had to accompany the Duke of Buckingham over the line from its terminus at Aylesbury to Verney Junction, where it joined the London and North-Western Railway. At one time there appeared a possibility of our connecting with it at the Aylesbury end, but the traffic over the line was very small and its condition very poor. The advent of the Metropolitan Railway, under Sir Edwin Watkin's progressive developments, was at that time unsuspected.

Two important openings took place in April, one of which gave rise to many train schemes before finally coming into operation. This was the

**Opening of
Runcorn
Bridge, over
River Mersey,
April, 1869.**

establishment of the new route to Liverpool across the River Mersey by the noble bridge which ranks as one of Mr. Baker's masterpieces. The distance between London and Liverpool was considerably lessened, but the fares were not touched as a "pontage" allowance of equal distance was authorized by Parliament. All the trains between Crewe and Liverpool were affected by the opening, which, while improving the train service to and from Liverpool and the South, had the effect of placing Warrington on the North route irrespective of the Liverpool service.

The up line from Liverpool to the South, at Birds

**Birdswood
Junction,
Overhead
Line.**

Wood Junction, was carried over the main North-Western Line by an overhead line, avoiding all intersection of trains there—the first instance of the system on the London and North-Western, though subsequently adopted at Rugby, Edge Hill, and other places in numerous instances, sometimes as "flying" junctions and sometimes as "burrowing" junctions.



The bridge across the Mersey had a footbridge upon one side by which the residents of Widnes could pass to and from Runcorn for a small toll. This to a great extent superseded the Ferry across the river which had existed for centuries, but which had ultimately devolved upon the Railway Company to maintain.

A little south of Runcorn a new station was opened on the new line close to villages named Sutton and Aston. Now there were places of these names already far too numerous to allow us to adopt either of them, and a new selection had to be made; our Directors, seeing the river Weaver flowed near the village, adopted the compound word "Sutton-Weaver," which has become the accepted title of the place.

On the same day as the Runcorn Line was opened, we were busy on the Manchester district, as the transfer from Wellington Station, Leeds to our jointly owned station called New Station took place. The Leeds "New" Station, opened April, 1869. signalling here had been carried out in newly adopted completeness, the outcome of numerous meetings with Copperthwaite and Christison, the North-Eastern Company's officers. The opening of this station gave that Company a route across the town of Leeds they had not previously possessed, linking up two separate portions of their system, and at the same time afforded us a very convenient junction for exchange of traffic for York, Hull, &c.

In July, the line between Carnarvon town and Llanberis was opened for traffic; the temporary terminus of the line being at "Morfa,"

**Llanberis
Line, opened
July, 1869.**

a service of Omnibuses ran between Carnarvon Station and Morfa. The line of the Carnarvonshire Railway had its temporary terminus, called "Pant," also at this time close

to Morfa. On 1st August, next year, both these lines were extended through the town of Carnarvon, so as to join the main railway system at Carnarvon Station, both "Pant" and "Morfa" being closed.

In July, we brought into operation the system of Registration of passengers' luggage between London and Belfast, for through booked travellers by the Irish Mail—3d. per package being charged; heretofore at Kingstown Harbour and at Westland Row Station passengers had been obliged to claim their luggage amid the degree of confusion naturally appertaining to a transfer of luggage in Irish stations. Under the above plan all this annoyance was avoided, and so far as luggage was concerned the passengers were unmolested. It was many years before the extension of the line across Dublin to Amiens Street afforded the comfortable facility, now enjoyed, of a through carriage from Kingstown Harbour to Belfast, not to mention Cork and Queenstown.

Some correspondence in the *Times* in July, as to the want of a good service in the grouse season to the islands of the Highlands, which called special attention to the fact that a few minutes acceleration, *via* the East Coast route to Helensburgh, would save a day to those using the Clyde steamers, made a stir among the Scotch and English lines, as it leaked out that there was every probability of the Kings Cross route adopting the suggestion. A rapid exchange of telegrams ensued towards the close of the month, with the result that at a West Coast Conference at Carlisle, 28th July, Mr. Cawkwell and Mr. Smithells instructed Mr. Ward and myself to arrange a fast train from Euston at 8 p.m. for Greenock, there to connect with the steamer "Iona." The train was due to arrive at Carlisle at 4.0, and to reach Greenock at 8.20, the "Iona" sailing thence at 9.0. The train commenced running on 1st August, the pioneer of many a subsequent racing train for Scotch Tourist Traffic, and continued till the end of October.

Commencing also on 1st August, the restriction of the Limited Mail to single tickets only, was removed; return tickets, first and second class, being allowed to travel by it, and the concession of the fourth carriage was made permanent.

Another of the new lines, opened for traffic, September, 1869, was the "Mold and Denbigh" Line, giving an alternative route from Chester to St. Asaph. Inspection visits were also paid to the Lancashire Union Line in progress, and with Mr. Addison, the Engineer, over the Walsall and Wolverhampton Railway. It was a relief to go over these lines with the Board of Trade Inspectors, as otherwise my conferences with them would unfortunately only have been in connection with accidents where want of telegraph system and want of interlocking were sure to be commented on,

**First Arrange-
ment for
Registering
Passengers'
Luggage
through to
Ireland.**

**Want of Con-
nection by
Night Trains,
to join "Iona"
Steamship on
the Clyde.**

**Acceleration
of Scotch
Services,
August—
October. 1869.**

**Mold and
Denbigh Line,
opened
1st September,
1869.**

but in these matters the Inspectors were bound to admit that very active steps were in hand, not only on our own, but on joint lines as well.

Prior to the adoption of the system of outdoor cadets on the line, it was customary to have attached to the offices at Euston one or more travelling Inspectors, told off to accompany trains whose running was unsatisfactory, or to clear up any special irregularity. Inspector Creemer, one of the best drivers from Wolverton, was allotted to Mr. Mason's office, while I had Inspector Miles, formerly my station master at Walsall and afterwards station master at Preston.

Into my office, this year brought two men of an entirely different stamp. One was Mr. E. J. Page, for many years Inspector General of Mails, with whom I had had much to do in the past : leaving his position at the Post Office (in which he was succeeded by Mr. Benthall) he desired to try his hand at railways ; his knowledge of mail questions was perfect, but it was difficult, with the best intention on my part and on his, for him to fill a commanding position in guiding office correspondence on matters altogether foreign to his training. His stay was comparatively short.

The other new comer to my office was a youth named E. M. G. Eddy, who was selected for a junior vacancy, and he succeeded Mr. Henry Goulborn as my travelling short-hand clerk. No hours were too long for him. No business was ever neglected that was entrusted to his hand.

The saddest event of the year, so far as the staff at Euston was concerned, was the death of Mr. Charles Mason, by all of whom he was greatly beloved. He had been engaged in the summer in traversing the district over which the Midland new line was to be made, between Hellifield and Appleby and Carlisle ; the object being to support the proposal made by the Midland for its abandoning that expensive scheme, and to justify the suggested user of the North-Western Line from Ingleton, *via* Tebay, instead. He caught a severe chill and was laid aside by illness. The news of its fatal termination reached the North-Western officers at their gathering at Buxton in September, and cast a serious gloom over all. He had stood my friend on many occasions and I missed him much. His funeral at Stoke Pogis was attended by upwards of 70 Railway officers, 21st September, 1869.

Mr. Cockshott, of the Great Northern Railway, was elected at the close of the year to serve the office of Chairman of the Passenger Superintendents for the year 1870. The West Coast route, having through myself and Mr. Ward, had two years' running, it was considered right that the East Coast should have its turn.

1870. The autumn of the year 1870 produced a long catalogue of accidents affecting the London and North-Western Railway Company. On the 9th

Numerous
Accidents in
1870.

July, a very serious collision took place at St. Nicholas' Crossing, less than half a mile to the south of Carlisle Station, when one of the West Coast up-night Expresses was cut into by a North-Eastern Mineral train at right angles—the driver of this latter train either disregarding or not observing the danger signal exhibited to protect the West Coast Express. Six passengers were killed on the spot and many injured. On receipt of tidings in London, on Sunday, of this accident, I took the night Express to Carlisle. Mr. Cawkwell and Mr. Leeman, the Chairman of the North-Eastern Company, met me at Euston, and the latter impressed on me the desirability of avoiding any conflict between the Companies at the official enquiry; unfortunately, Captain O'Brien, his General Manager, was by no means so conciliatory when Colonel Hutchinson, the Government Inspector, took the evidence.

St. Nicholas'
Crossing,
Carlisle.

The advent of the Midland Railway by their extended route, *via* Settle and Appleby, has caused a complete rearrangement of the lines at this place, and a search for any trace of St. Nicholas' Level Crossing will be in vain.

On 2nd September, at Penruddock, on the Cockermouth, Keswick, and Penrith, where it had been arranged that four specials, conveying return excursionists from the Cumberland Volunteer Review at Penrith, had to cross two other trains at the small road side station, a serious collision occurred between the third and fourth special, the former having 600 passengers, the latter 400; and out of these no less than 110 complained of injury. Defective lamps and side lights, and a too close following of trains, were the primary causes of this accident. Mr. Thompson, the Manager of the Cockermouth, Keswick, and Penrith Line, was responsible for the signalling and arrangements of staff and tickets; while the locomotive power, drivers, guards, and rolling stock, were provided by the London and North-Western Company. Mr. Wieland, who by this time had joined my office, was instructed to undertake the settlement with passengers, and the task occupied five weeks of his time and attention. A lengthy arbitration took place in 1872 between the Companies as to the respective liability of each side.

Penruddock.
Cockermouth,
Keswick, and
Penrith Rail-
way, 2nd
September
1870.

On the 14th September, a disaster occurred to the Up Irish Mail at Tamworth, through a misunderstanding as to the nature of the approaching train, the mail being supposed to be a coal train. It was turned from the main line at the north end, while running at speed, on to the platform side line, and the points of the side line not being set to re-enter the main line at the south end, the train rushed along the platform through other facing points leading to the fuel siding, knocking down the rough buffer stop at the end, bounding partly across the deep water tank, and terminated its doomed career at the bank of

Tamworth.
14th
September,
1870.

the River Anker. One passenger and two servants of the Company were killed. The Post Office officials had a marvellous escape, one of them was swimming about in the deep tank for upwards of half-an-hour unable to escape.

The accidents culminated in one at Harrow on Saturday, the 26th November, when in a dense fog the 5 p.m. Express ran into the tail of a

**Harrow Acci-
dent, 26th
November,
1870.**

coal train, 128 yards north of the down main signal. Six persons were killed on the spot and forty-one injured. In this case, as the coal train was being moved forward to shunt, a coupling snapped, the wagons separated, and the rear portion of the train remained on the line: the signalman at Harrow blocked the line by telegraph to Wembley Cutting; there was an inexperienced man on duty there, and he had no distant signal; the Express passed his Box without observing any main line signal. The fog-men from Harrow were not ordered out until the foreman heard the break away, and in the fog the distant signal at Harrow, was not sighted by the driver of the Express, who came on at high speed.

The journey down to Harrow by special with Mr. Cawkwell, in the chilling fog that evening, will not easily be forgotten. The wrecked train, the blazing fitful light by which the men worked amid the "debris" and the dead, forms a ghastly reminiscence; it was 2 o'clock in the morning before any traffic could pass up or down.

Some controversy had taken place in the newspapers, originating with Mr. Wrigley of Bury, urging that the normal state of the signals on the line

**Controversy
as to Normal
State of Signals
solved by
Interlocking.**

should be at "danger;" and contending that if such should be the case the drivers when approaching and seeing the all-right signal given on their whistling, would have a thorough sense of security, and would know that the signal thus given was in response to their known approach, while the "all right" signal as the normal condition, gave no such security. Railway Managers were wedded to the old plan—"let the signal be normally at 'all clear' when the line is clear."

The question was, however, decisively set at rest by the adoption of the locking gear. I had a curious illustration of this at Tamworth.

Very shortly after the completion of this inter-locking, Mr. Bruyeres came to me with a very long face, stating that the work entailed on the signalman at Tamworth by the new apparatus was immense, the simple operation of crossing a wagon or horse-box from the up to the down side entailed nearly 20 movements of the levers, and that the work of this character was continuous and exhausting. Mr. Saxby was at once sent down to report: the explanation was easy, the men carrying out the old time system were in the habit, as soon as possible, of lowering the signals to "all right," and maintaining them so; when, therefore, any vehicles had to be moved across the up and down line, before the point lever could be worked all the signals for both the up and down lines had to be changed from "all right" to "danger," and when the crossing was complete all were once more reversed and put to "all right." Mr. Saxby reported if the signalmen would only

leave their signals at "danger" they would be free to carry on in perfect safety any crossing operation that might be required, and all the lowering of signals, and subsequently raising them would be unnecessary. Let the normal state be "at danger"—lower the proper signal when a train is to pass. "Why!" said Mr. Cawkwell in surprise, "this is accepting Mr. Wrigley's proposal with a vengeance," and so it was—*Solvitur Ambulando*.

The change was gradual, but the inter-locking settled the question, as "lock and block" extended. The obligation to let the signals normally stand at "danger," waiting the next telegraphic call, puzzled the old signalmen, whose former training had led them to be anxious to shew "line clear" when it was clear, and they were slow to understand the order when it was at last promulgated that signals must normally stand at danger.

The new lines that were opened in the year 1870, included an important portion of Joint Line, by which the London and North-Western obtained their first direct access to Blackburn. The "Lancashire Union" was partially constructed as a Joint Line with the Lancashire and Yorkshire from Cherry Tree to Chorley, and thence from Adlington Junction to Boar's Head Junction, near Wigan; while the westerly portion of the line from Wigan, through Brynn to St. Helens, was the sole property of the North-Western Railway.

These lines were opened for passenger traffic on 1st January; so also was the Brynmawr and Blaenavon branch.

In March, the connecting line from Acton Bridge to Northwich was opened, the station at Northwich being the property of the Cheshire Lines Committee: a service of trains between Liverpool and Crewe, *via* Middlewich, Northwich, and Sandbach, was established.

The Bootle Branch, from Edge Hill to Canada Dock, was opened for passenger traffic, on 1st July, with stations at Stanley, Tue Brook, Breck Road, and Walton. "Edge Lane" was not opened till November.

The business of the Telegraph Companies was early in this year transferred to the State, and the railway officers lost the personal advantage they had enjoyed, through the complimentary passes that had been extended to them in the past. Mr. S. M. Martin left our service, and was succeeded by Mr. G. G. Newman, formerly of the Electric Telegraph Company, now free to undertake other business. He proved himself a most able officer in the carrying out of the Block telegraph extension. Various visits being paid by

him and myself in 1870 and 1871, with the engineers of the different sections, in concert with Saxby's representatives, to decide upon the sites to be selected at the various stations, and the modification in sidings to suit concentration of the points; for as before stated, crossings and sidings had been introduced at places once considered suitable, but now presenting great difficulty in finding space for the new signal boxes, and sight

**New Lines in
1870,
Opening into
Blackburn.**

**Electric
Telegraphs
transferred to
the State.**

**Mr.
G. G. Newman
enters service
of London and
North-Western
Railway, as
Telegraph
Superintendent.**

for the signalmen. The recommendations passed through a very close scrutiny at Euston, before the final adoption, in conformity with the Chairman's favourite maxim, "You can measure your cloth half-a-dozen times—you can only cut it once."

The development of these improved arrangements for interlocking and train signalling, led to our raising up a more highly trained class of Inspectors on the line. Some of these men developed into excellent District Inspectors—the stronghold of good railway working—and have earned the reward of their attention to duty, by attaining to the control of the best stations on the line to close their career.

**Special
Inspectors for
Train Signal
Working.**

A system was established by Mr. Findlay, of district inspections, repeated year after year, by which the whole of the line from Carlisle, Whitehaven, South Wales, North Wales, Leeds, Liverpool, Birmingham—for both goods and passenger departments—was thoroughly enquired into; alleged want of accommodation investigated, and as the inspectors of trains, traffic, and signalmen were in attendance, the value of each of these men was thoroughly tested.

**Goods
Managers'
Districts, 1870.**

Other changes took place under Mr. Findlay's energetic management, and the following are the names and positions of the District Goods Managers, in August, 1870:—

T. Kay, Manchester District.
D. Taylor, Liverpool District.
Fitzsimons, Lancaster and Carlisle.
Tait, Whitehaven.
Thurstan, Warrington.
G. Bowen, Stafford.
E. King, Northampton.
J. Bishop, Abergavenny.

E. Farr, Birmingham and
Wolverhampton District.
D. Stevenson, Rugby, Coventry,
and Burton.
J. F. Mason, Chester.
Martin Smith, Denbigh.
E. Wood, Shrewsbury.

Mr. J. H. Roberts, Superintendent of the Manchester District, died at the close of the year, and was succeeded by Mr. H. B. Corns, who had Mr. Waldener, from the Whitehaven District, allotted to him as assistant.

Mr. John Roberts, for many years the Company's representative in Dublin, was removed to Belfast, Mr. Skipworth taking Dublin.

Mr. John Mason retired from the service of the Company at the close of the year. His district was added to that in Mr. Farr's charge.

Mr. Lord, one of the Locomotive District Superintendents, died this year, and was succeeded by Mr. A. L. Mumford as Southern Division representative at Wolverton.

It not unfrequently happened that difficulty arose at Euston owing to impecunious passengers requesting advances on their luggage, and the orders respecting this were very strict. The chief booking clerk had a limited authority. I had been myself taken in by a youth claiming to be a Vanderbilt, giving his luggage as security, but at Edge Hill obtaining it by pressing misrepresentation.

Warned by such occurrences my clerk, Raison, came into my room late one afternoon, and announced, somewhat mysteriously, that a gentleman who said he was the Marquis of Bute wanted some money advanced for the purchase of his ticket, &c. The gentleman came in, and explained that he had expected his servant with his purse to meet him, that he was travelling from London to the neighbourhood of Kegworth, and had some distance to drive by post-chaise. I asked him if he had nothing about him to verify his name. He felt in his pockets for letters, in vain; looked to the title-page of the book he had in his hand, in vain. At last he pulled out his handkerchief, and on it was a thick letter "B" and a coronet embroidered. I thought this could not be a plant, and accordingly I gave him in exchange for his acknowledgment—which was signed "Bute and Dumfries"—a £5 note. I felt at the time I must be dealing with an honest case this time, and that in all probability while the master had come to Euston, the man, better informed as to train services, had gone to the Midland terminus.

I was much chaffed by the Directors at my simplicity—our deaf quaker auditor stopping me to know if it could be true that I had lent £5 to a man calling himself the Marquis of Bute! "I would not give thee half-a-crown for thy chance," said he. The morning of the second day brought me a letter which commenced with a somewhat dubious motto—"I bidye my tyme"—but it went on to say:—

Donington Park, Derby,
October 7th, 1870.

Dear Sir,

I beg to forward you the £5 you were so good as to lend me under such extraordinary circumstances yesterday, and to offer you at the same time my most grateful thanks for an assistance without which I should have been put to extreme inconvenience.

I beg to remain, Sir,

Very truly yours,

BUTE.

The laugh and the chaff were on my side now!

There came into operation this year an entirely new arrangement of Passes on the North-Western Line. This arose in consequence of the theft of one of the office pass books, signed in blank throughout with Mr. Cawkwell's name *per pro* Mr. Dawlings. One or two passes coming into collection that had been taken from this purloined book, it was decided to abandon the issue of Passes throughout the line, and to adopt the system of using Pass Orders instead—the Pass Order to be presented at the Booking Office and there exchanged for a ticket of a special series with which the Stations were supplied.

In September the Lodges erected in the New Road—since called Euston Road—were opened, but the road that had been constructed across

Euston Station. the northern portion of Euston Square, leading towards the large portico of the station, was not brought into operation till the following March. The enlargement of the station was in hand, and we were able to meet Mr. Baker's suggestions by removing several of the turntables, which caused so much rattle on the departure of the trains.

**Turntables
dispensed
with.**

Closely adjacent to the departure side of the station was the shed called the "Coach Factory," in which small repairs were done and where the carriages were stored. The building consisted of a series of lines laid parallel to each other, with a traverser on a line at right angles in the centre. The traverser would not take any vehicle more than 33 feet long, nor would the pillars of the building allow anything wider than this to pass; and thus the rolling-stock was for years kept down to this inadequate length of frame. Lord Caithness, one of our Directors with a turn for mechanics, was very anxious to have a scheme of his for mechanical cleaning of carriage exteriors tried in this factory, but the Chairman declined the experiment. The idea of the lengthened trench for water was utilized by Mr. Borc elsewhere on the line.

**Coach Factory
Siding Accom-
modation
limited to
33 ft. Stock.**

In Clearing House matters this year, before a Special Sub-Committee, 25th February, 1870, consisting of the following:—Mr. Cockshott, Great Northern, in the Chair; Mr. Hill (for Mr. Harris), London, Chatham, and Dover; Mr. Neele, London and North-Western; Mr. Templeton (for Mr. Hitch), North London Railway; Mr. Tyrrell, Great Western Railway; Mr. Williams, London and South-Western; Mr. Ward, Caledonian Railway; with the Telegraph Engineers, Messrs. Dunn, Preece, and Spagnoletti, in attendance—Messrs. Tyer and Norman submitted the instruments for their one-wire system for block

**Railway Clear-
ing House
Conferences,
1870.**

**One-Wire and
Three-Wire
Train
Telegraph
System.**

telegraph working; Messrs. Preece and Spagnoletti commenting on the disadvantages of any single-wire signalling for up and down lines, as Mr. Martin, our telegraph officer, had previously done. The avoidance of expense by adopting a single wire, had an attraction for Mr. Moon, and it was decided on various sections to have the one-wire system, though the three-wire was maintained in other portions—a divergence of practice which we had to provide for throughout a quarter of a century.

At the January meeting, Mr. J. C. Wall takes the place of Mr. Dykes, B. & E.; and Mr. Kirkman having had to withdraw from the management of both the Altrincham and the Ashton, Oldham, and Guide Bridge Lines, Mr. H. Morgan is appointed Manager for Ashton, Oldham, and Guide Bridge, and Mr. Richard Haig Brown for the South Junction Line; the latter had been for many years in the Secretary's office at Euston, and was nominated to the position of Manager of the Manchester, South Junction, and Altrincham Line

**Changes in
Railway
Officers.**

through the kindly remembrance of Sir Edward Watkin. Mr. Henshaw represents the Brecon and Merthyr; Mr. Ray, the London, Brighton, and South Coast; Mr. Elias, the Cambrian. Later in the year we find Mr. Cattle appointed *vice* Mr. Elias to the Cambrian, and Mr. Peter Thompson succeeding Mr. Cattle on the Cockermonth, Keswick, and Penrith; Mr. Morley appears for the Neath and Brecon, and Mr. Phillipps for the Llanelly. Mr. Samuel Mason had been appointed General Manager of the North British Railway, and Mr. Milne to the Great North of Scotland.

At the Clearing House Meetings, the Midland Company were pressing their route to Scotland, *via* Ingleton and Tebay, but in view of the English and Scotch traffic agreement we were not in a position to authorise their through bookings.

For Excursion trains the following running times were agreed (May, 1870).

London—Nottingham	...	...	4 hours 30 minutes.
„ Sheffield	...	...	5 „ 30 „
„ Manchester	...	...	7 „ 15 „
„ York	...	...	7 „ 15 „
„ Leeds	...	...	7 „ 0 „
„ Bradford	...	...	7 „ 15 „

In August, 1870, the period of time for ordinary return tickets was agreed as follows:—

Up to 50 miles	...	...	...	...	1 day.
Up to 125 „	...	...	...	...	2 days.
Up to 200 „	...	...	...	...	3 „
Up to 300 „	...	...	...	...	4 „
Up to 400 „	...	...	...	...	5 „

Mr. Bradley, of the Manchester, Sheffield and Lincolnshire, was elected Chairman for the year 1871.

CHAPTER IX. 1871—1875.

Fog Signalling Rules—Mr. Ramsbottom's Resignation—Insurance Society established—Third Class by all trains—Midland Company's Action—Opening to Mansion House—District Railway—Greenore Route—Clearing House Meeting at Brecon—Bank Holiday Traffic—Fatal Accident to Sir Donald McLeod—Death of Mr. S. R. Graves, M.P.—Hull Emigrant Traffic—Sleeping Saloons to Scotland—Fixed Hours of Sailing; Greenore and Dublin, North Wall—Visit of the Shah—Out-door Staff—Warning Signal added to Block Rules—Accident at Wigan—Facing Point Locks—Newspaper Traffic—Provident Society—Mr. Cawkwell resigns—Medical Staff—Inland Revenue Passenger Traffic—Block Telegraph Instructions revised—Labels for Parcel Traffic; Proposed Universal Label—Uniform Rules and Regulations proposed for General Adoption; Appointment of Committee—Sleeping Saloons on Irish Mail—Earlier Departure of Newspaper Train from London—Brake Trials at Newark—Webb-Clarke Chain Brake—Rates for Insurance of Goods under Carriers' Act.

THE serious accident at Harrow led to a thorough revision of the arrangements for fog signalling generally. The instructions in the old rule books were very vague. The existing regulations are the outcome of this accident. Special circulars were issued to the line defining very closely the duties of the fogmen, their instructions as to coming on fogging duty, the post each man was appointed to serve; and in subsequent years, as fogs still proved sources of danger to travelling trains, and flaws or weak points developed, lists were drawn up of the various signalling posts requiring fogmen, the names of each man specified, and the name of the man to replace the former should the fog prove of long continuance; in addition, lower arms, repeaters of the higher signals, were arranged to be placed on any posts considered too lofty for observation by drivers during fogs.

At the Clearing House the question naturally appeared, and led to some debate as to the performance of the duty of "fogging" at junctions with foreign lines—a difference of opinion existing, one party contending that each Company should find its own fogmen, the other that the Company owning the junction should find the fogmen; the latter was adopted as the standard rule, it being left to the owning Company to settle in all cases with its neighbours. The correspondence entailed in obtaining definite settlements with surrounding Companies was very considerable, there being much difficulty in making sure of fogmen and relief fogmen at country junctions.

1871. The importance of the traffic from America was one of the questions much pressed upon our notice at this time. In the time tables for January, 1871, appears the notice, "Quick Route to America—one day saved"—intimating that the 8-25 p.m. mail to Westland Row on Saturday nights from London connects by road across Dublin with a special train from Kingsbridge Terminus, Dublin, appointed to leave on Sundays at 8-45 a.m. for Cork in 4½ hours. On arrival at Cork passengers will be conveyed by the Cork and Youghal Railway to Queenstown.

**American
Traffic.**

**First Notice as
to advantage
of Holyhead
and Queens-
town Route.**

This service *via* Holyhead at that time entailed very many changes upon the American travellers. The majority of them adopted the Liverpool route. Their convenience was endeavoured to be served by the North-Western Company erecting their handsome hotel adjoining Lime Street terminus; the passengers from the States having only to change *en route* from the steamship in the Mersey to the tender, and thence by cab to Lime Street.

Experiments with Clarke's Brake continued, and numerous tests of the cord communication, especially as to the form of vans; the result mainly being the adoption of double-ended vans having the brake arrangements in the central portion. The working of the cord communication very shortly came under notice in the papers, for on 23rd July the down limited mail ran over a bale of carpeting at Plumpton, near Carlisle, causing a serious shock to the vehicles throughout the train, and vain attempts on the part of the Post Office officials and the occupants of the Duke of Sutherland's saloon to attract the attention of the guards, who were unaware of any mishap to the train till its arrival at Carlisle. The Duke and his two sons, the Marquis of Stafford and Lord Tarbet, with Colonel Marshall, all endeavoured to pull the newly-arranged cord communication. The failure gave rise to some stir, and the facts had to be enquired into by Captain Tyler, who expressed very unfavourable views respecting the new system of communication.

In September, 1871, Mr. Ramsbottom retired from the Company's service. Since Mr. McConnell's resignation in February, 1862, he had been in sole charge of the Locomotive Department for the whole line. His taking charge of Crewe and the Northern district dated from Mr. Trevithick's retirement, 9th May, 1857. Prior to that his headquarters had been at Longsight, Manchester.

Retirement of Mr. Ramsbottom. —	Mr. Ramsbottom was the patentee of an arrangement which was in force on no other line, viz., the water-trough, by which engines were able to take a supply while running, thus saving much haulage of water and avoiding unwieldy dimensions of tenders. The first that was put down experimentally was at Aber, North Wales. At the farewell dinner given to Mr. Ramsbottom, Mr. Woodhouse, his old comrade at Longsight, stated that when Mr. Ramsbottom went to Crewe, fourteen years back, the locomotive expenses reached 10 ³ / ₄ d. per mile, and he had brought them down to 7 ³ / ₄ d. Mr. Woodhouse's speech closed by a laughable reference to the home of Mr. Ramsbottom being the property of a Mr. Sidebottom and situated at Broadbottom. One of the Crewe engines bears the name of "John Ramsbottom" in memoriam. After a short interregnum, Mr. F. W. Webb received the appointment of Locomotive Superintendent on 1st October, 1871.
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Several important widenings took place this year. The quadrupled lines

along the North London Railway and its enlarged stations and lengthened platforms were brought into use; the terminus at Chalk Farm, extended from Adelaide Road to Regent's Park Road Bridge, adjoining the North-Western Station, was opened for traffic on 2nd October.

The single line between Cambridge and Sandy was made a double line, the opening of the double portion being completed by the end of the year.

The quadrupled line between Huyton and Edge Hill was opened for traffic, the celebrated Olive Mount cutting being widened to accommodate four lines of way. Arpley Station was re-opened; Mr. Shaw being represented at the re-opening by Mr. Fred. Harrison, who had recently been appointed his Assistant.

In July the upper level station at Lichfield (Trent Valley) was opened, and proper staircases and luggage lifts arranged for exchange traffic between the North-Western and the South Stafford Line for Burton and Derby.

In August, Wormwood Scrubbs Station was opened, but the development of traffic there has been very slow in spite of the high-sounding name of St. Quintin Park, which at the application of residents, has been added to its original title.

In September the Merthyr, Tredegar, and Abergavenny Line was extended from Nantybwhch to Rhymney, and thus a new narrow gauge service to Cardiff was established; the change of station and break of gauge by the Newport route entirely avoided. The opening was a very important one, bringing the North-Western into communication with the extensive Dock system, over which running powers had been granted by the Marquis of Bute's Commissioners. At the preliminary meeting with Mr. Bishop, Mr. Lundie and his Assistant, Mr. Evans, I was initiated into the histories and mysteries of the New Rhymney and the Old Rumney traffic disputes and contentions.

The opening of new stations at Waen Avon, Deighton, Dunchurch, and of the London and North-Western Goods Depôt at Derby, complete the record of new stations. Mr. David Stevenson had Derby added to his district, and Mr. Fourdrinier, who subsequently came to my office, was appointed locally in charge.

Mr. Robert Small, formerly of the Edinburgh, Perth, and Dundee Line, was appointed as the West Coast Traffic Superintendent for all traffic north of Perth.

The London and North-Western Railway "Insurance" Society for dealing with cases of accident to the men while on duty, which in after years developed into an Insurance Society with a Provident Society and a Pension Society attached, was started this year under the Company's auspices. It was managed by a Committee of twelve members selected by the men jointly with three nominees of the Company. As their first representatives, the Directors nominated Mr. Woodhouse, Mr. Houghton, and myself.

**Narrow Gauge
Route via
Rhymney
Railway to
Cardiff. Opened
September, 1871.**

**London and
North-Western
Railway
Insurance
Society founded.**

The men throughout the line subscribed week by week to this Insurance Fund, and their subscriptions were supplemented by an annual grant by the Company. A payment in case of death or permanent disablement was made, and a weekly sum granted while off duty. The line was divided into twelve districts, and the members in each district elected a small number of delegates, and these delegates chose one of their number to be their committee-man, to attend the monthly meetings and carry on the business of the Fund. Thus there were twelve members representative of the men, against three representative of the Directors. The work was carried on so steadily and satisfactorily that any hostility which some turbulent spirits hoped for was completely disarmed, and the Company's representatives have been elected as Chairmen throughout.

Mr. Woodhouse was the first Chairman, and with varying rotation he, Mr. Houghton, and I were elected to the Chair at subsequent annual meetings. Mr. Woodhouse acted on the Committee from 1st October, 1871 to December, 1887; Mr. Houghton from 1st October, 1871 to April, 1891; myself from October 1st, 1871 to August, 1895. Mr. L. H. Viner has been its Secretary throughout its history till his resignation in 1902.

At the Clearing House Meetings for 1871, Mr. Hunter, at the January meeting, represents Mr. Maclaren, of the North British. Mr. Hunter is well known as head of the Railroad Administration for Natal, and has made a respected name in that Colony. The good work he has done in connection with the transport of the forces and the conduct of the line during the trying period of the Boer War having obtained for him his well-earned Knighthood.

Mr. W. J. Williams succeeds Mr. Ray as the representative of the Brighton Line, and Mr. G. H. St. George Caulfield acts for the Neath and Brecon, *vice* Morley.

The first suggestions as to a joint interest between the Railway Companies and the Post Office in the carriage of small parcels not exceeding 2lbs. in weight was the outcome of a Special Sub-Committee for Parcel traffic, 14th February, 1871. of the Superintendents at York, 14th February, but discussion was deferred by the General Managers pending a conference with the Postal Authorities. The proposal for joint action arose as a side issue on a question of issuing stamps for prepayment of conveyance of small parcels raised by me. This latter question was not very warmly received by the Committee at that time, and lay dormant till revived by some extended suggestions in 1874.

Mr. Grove (subsequently Sir George), attended the railway meetings for the first time as representative of the Crystal Palace.

Mr. J. S. Forbes is named as representing the Metropolitan District Railway; Mr. Glascodine the Llanelly, *vice* Mr. W. D. Phillipps, who had joined the London and North-Western Railway as District Goods Manager at Swansea; Mr. E. Ross represents the Macclesfield Committee. Mr. Elias appeared for the Shrewsbury,

First Scheme
for
Common Fund
with G.P.O.
for Parcel traffic,
14th February,
1871.

Clearing House
changes,
1871.

Potteries, and North Wales Company, *vice* Mr. J. B. Cooper. Mr. Roberts, of the Highland Railway, was elected Chairman for 1872. Mr. Roberts was a man of peculiar religious views—a mixture of Old Testament lore and millennial anticipation. Two houses that he built in Inverness were named by him “Eldad” and “Medad” respectively.

1872—January 1st. The opening of the direct line from St. Helens to Huyton, took place this day, and a new shortened route from Scotland, Preston, and Wigan to Liverpool was thus afforded. An arrangement was made at the same time, whereby the trains running from Rainford Junction to St. Helens, were extended to Ditton, and ran in connection with the Liverpool and Speke service.

The Winwick Branch is first mentioned in the time tables for February in this year. By its construction the traffic to and from the North was enabled to pass direct, without encountering the double curves and junctions connected with Newton Bridge and Earlestown, hitherto a serious cause of slackening to all the express trains.

On the 1st of March, the North-Western Company carried out the scheme of running their own trains through from Birmingham, both to Burton and Derby; the extent of booking office accommodation to be given to us at Derby, having been the subject of an arbitration before Mr. T. E. Harrison. By these through trains we avoided the annoying detention, which for years had inconvenienced us at Wichnor Junction. We had been pressed, prior to our opening, to state how many third class, and how many parliamentary trains we proposed to adopt; the number of the latter suggested by us did not commend itself to Mr. Allport, and he determined to book “Parliamentary” passengers (a little lower than the third class in operation in that district) by all the trains between Birmingham, Burton, and Derby; we of course had to take a similar course.

This was followed—*post hoc* if not *propter hoc*—by an intimation from the Midland Company, that on 1st of April, they proposed to adopt parliamentary fares by all trains, and after hasty conferences with the other companies—for scarcely any of the large lines were unaffected—the adoption of third class by all trains on that date, swept away all the complicated system of separate third class bookings between competitive places, carefully adjusted to suit the movements of other lines month by month, and third class had to be adopted for all trains in which the Midland Company were in competition with us. The announcement “First and Second only,” still remained at the head of many of the columns; but third class gradually extended to train after train. The Scotch Limited Mail held out till the autumn of 1876, and the Irish Mail still longer. One company refused to give way, the Little

“North London,” who adhered to their system of a cheap second class, and no third class announcements.

In May, there followed a long list of companies with whom third class through bookings had been arranged, and month by month the list became enlarged. In the season, third class tourist fares were adopted at places to which the issue had previously been restricted to first and second only. So considerable was the effect of the accession of third class traffic by the trains, that special meetings had to be held to arrange for the alterations in train marshalling, and much of the stock on which we had relied for our excursion trains, became absorbed in the daily train requirements.

Numerous meetings and negotiations had taken place in the previous autumn, as to the North-Western Company exercising running powers on the Metropolitan District Railway, a very handsome sum being paid down for the privilege. Preparatory to the arrangement taking effect, numerous train schemes were submitted, rejected, altered, and amended, but at last the proposal to divert the Broad Street, Kensington, Victoria half-hour train service, on to the District Railway, through the recently inspected Earl's Court Junction, was adopted, and the horse-shoe service, mentioned in the sketch of Willesden Junction on page 143 was brought into force on the 1st February, 1872.

The Locomotive Department was represented by both Mr. Rigg and Mr. Mumford, and the interest taken in the matter was shewn by the fact that the Duke of Sutherland accompanied us to Willesden Junction, in one of the trains from the district terminus, called “Mansion House” Station, where a separate short bay was allotted for our use.

The extension of the Central Wales Line to Llandovery, and the opening of the Pembroke and Tenby narrow gauge line from Whitland Junction into Carmarthen, had brought us into conflict with the Great Western Company, south of Llandovery. The disintegration of the Llanelly Company, had left the Vale of Towy section the joint property of the Great Western and North-Western up to Llandilo (see page 160); at that station it was contended our powers ceased, and that the Carmarthen section, over which Mr. Grundy had been appointed Manager, had no rights beyond Llandilo Bridge. It fell to my lot to have a similar duty to perform at this place, as I had at Wichnor Junction. Approaching the junction our engine stopped in obedience to signals, and a parley ensued with the Great Western officials. I claimed the right to proceed, and after a protest we were allowed to pass. The same thing was repeated on our return, but the days of physical obstruction had passed, and the lawyers were left to fight the matter out. Our May time tables announced, in attractive form, the running of

**Metropolitan
District
Railway.
Train Service to
Mansion House
Station.
Opened 1st
February, 1872.**

**Dispute with
Great Western
Railway
at Llandilo.**

through coaches from Pembroke and Tenby, narrow gauge throughout, to Shrewsbury, Crewe, and Liverpool, as well as from London.

Mr. Smedley, the Manager of the Pembroke and Tenby Line, had his difficulties in keeping on friendly terms with his broad gauge neighbours and his narrow gauge allies !

In June, a slight acceleration of the Scotch expresses came into force. The down 10.0 a.m. being due in Glasgow at 9.0 p.m., 15 minutes earlier than before ; while the 15 minutes in the opposite direction was gained by a later departure of a quarter-of-an-hour from Edinburgh and Glasgow in the morning, the train still being due in London at 9.30 ; but in July a forward movement was made, and the 10.15 from Glasgow became due at 8.30 p.m., and a corresponding arrival in the down express ; 10.0 a.m from Euston being due at Glasgow, 8.30 p.m.

New routes to Ireland were very much under discussion early in the year, and at meetings with Mr. Findlay in Dublin—which of course included a visit to St. Patrick's Cathedral, and a pleasant gathering with the Skipworths at Kilmashogue, the hospitable home of Mr. Elwin, of the Irish Railway Clearing House—we had the opportunity of seeing many of the Irish managers on the subject, alike of the Larne and Stranraer routes, and of the new one in which our company was interested—the Greenore and Holyhead.

With regard to the former, both Mr. Ward and Mr. Thompson, of the Caledonian, were present, with Mr. Cotton, of the Belfast and Northern Counties, and the route was announced on 1st July, as the "short sea route"—daily and day-light route—the train service being :—

**New Routes
to Ireland.**

**Larne and
Stranraer.**

Greenore.

Belfast	dep. 4 0 p.m.	Euston	dep. 9 0 p.m.
London	arr. 9 45 a.m.	Belfast	arr. 1 35 p.m.

With regard to Greenore,—at Dundalk we met Mr. Macrorie, a Belfast gentleman, who had taken immense interest in this route, and Mr. Plews now become the Manager of the Irish North-Western, at Enniskillen. We travelled with Mr. Webb over the unfinished line, inspected the stations *en route*, and went over the station and hotel buildings at the terminus. Thence by steamer we traversed Carlingford Lough to Warrenpoint, where we met Mr. Roe, of Newry, Manager of the Warrenpoint Line, and also Lord Newry, a warm supporter of this new route, keenly watching our proposed scheme of train and boat service. Return tickets between English and Irish stations had heretofore been only available for 14 days, they were now agreed to be extended to one month. Lord Richard Grosvenor, who had become one of our directors, took much interest in questions affecting Irish traffic, and in the train service generally. He was Member of Parliament for Flint, and Vice-Chamberlain during some portion of Mr. Gladstone's Administration. I was indebted to his Lordship for tickets of admission to the service at St. Paul's, February 27th, 1872, on the occasion of her Majesty and the Prince of Wales being present at the public thanksgiving for the Prince's recovery.

The earliest question discussed at the Clearing House in 1872, was that of adopting some uniform system of head lights for engines, when running over foreign lines. It was found that no universal principle could be adopted, and it was left to the respective companies to arrange among themselves the distinctive marks to be carried. The North-Western Company already had the White Diamond by day, a mark similar to that upon their wagons, and they held to their use of White Lights for passenger trains, and Green for goods, varied in position or number, to indicate the class of train. The Midland submitted their scheme for White Lights only, so varied as to give all their needed indications.

At the April meeting, the question of using paper tickets for passenger traffic where bookings were light, instead of pressing for separate sets of card tickets, was referred to a Joint Committee of Superintendents and Accountants, and paper ticket books were agreed to be permissible. It is curious to note the names of those who attended, outside of the usual Conference Members, and to recall their various fortunes and fates :—

**Railway
Clearing House
Meetings,
1872.**

Benbow, L. & Y.	Campfield (for Tyrrell), G.W.R.
Clutsom, G.W.R.	Caldwell, L. & N.-W.
Conacher, Cambrian.	Dymant (for Grinling), G.N.
Fearn, Great Eastern.	Hodges, M.R.
Marwood, B. & E.	Matthews, Cornwall & West Cornwall.
Morgan, L. C. & D.	Murray, Caledonian.
Newman, N.S.R.	Pollitt, M.S. & L.
Powell, Met. District.	Steer, L.B. & S.C.
Waddington, N.E.R.	

This was the year of the "International Exhibition," and the co-operation of the railway companies was sought to strengthen the interest among the masses. Two special meetings were held, at which the plan of through tickets, including admission, was discussed and settled. On behalf of the exhibition authorities, were present :—Major-General Scott, Mr. Cole, C.B., Lieutenants Cole, Glover, Clayton, and Mr. Philip Owen ; for the railway companies Mr. Grierson, G.W., Mr. Harris, L.C.D., Robertson, G.E., Knight, L. B. & S. C., Oakley, G.N., and myself.

**International
Exhibition,
South
Kensington.**

The exhibition was held in the galleries, erected round the gardens of the Royal Horticultural Society, attached to the Albert Hall, at South Kensington. The arrangements then put in force, for mutual interest between the railways and the Exhibition authorities, became the basis for several of the subsequent Exhibitions held at South Kensington.

The annual Clearing House summer meetings were held this year in Brecon, at the invitation of Mr. F. Broughton, the Manager of the Mid Wales Line. The standard requirement fixes Scotland as the place for the autumn gathering ; a special minute being passed to authorise the change.

The new members and attendants of the year included Mr. Fred

Broughton, Mid Wales; Mr. John Broughton, Wrexham, Mold, and Connah's Quay; Mr. Lundie, Rhymney Railway; Mr. W. Harrison, Whitehaven, Cleator, and Egremont (*vice* T. S. Dodgson); Mr. Cartwright, D. C. & R.; Mr. Grundy, Swansea and Carmarthen; Mr. Hamer, Manchester and Milford; Mr. Mathieson (for Mr. Gilmour), Glasgow and South-Western Railway; Mr. Young (for Forth and Clyde). Mr. McLaren, North British Railway, was chosen to be Chairman for the year 1873.

The pressure of holiday traffic, which began to be inconveniently felt on the Bank Holidays (authorised by the Act of 1871), was a point to which I thought it advisable to call attention, with a view to some steps being taken in the next year's arrangements for dealing with the development. The precautions did not meet with much sympathy; other lines eagerly pressing for excursion traffic, which our Board desired rather to restrict.

The new lines affecting the London and North-Western, which were opened this year included, 1st August, a new route to Banbury, *via* Towcester and Blisworth, joining the London and North-Western at Cockley Brake — Mr. J. Wilson Theobald was the Secretarial Manager of this line — the London and North-Western finding stock and power.

**New Lines,
1872.**

October 2nd.—The railway from Whitchurch to Chester, opening up a direct line of our own from Ireland to Hereford and South Wales, and a competing route between Shrewsbury and Chester, unsatisfactory, probably, to the Great Western Company, who had hitherto possessed a monopoly of the traffic:—on same date, a branch line from Penygroes to Nantlle, for the slate quarries there.

On 1st November the London and North-Western Company commenced to work the new line between Walsall and Wolverhampton (*via* Bentley), constructed by Mr. Addison, C.E., for an independent company: this line, subsequently, July, 1876, was handed over to the Midland Company, and formed a portion of their route—Wolverhampton, Walsall, and Birmingham—and thence forward disappeared from the London and North-Western time-tables.

At the close of the year, the question of changes in the season ticket rates for corn dealers, millers, maltsters, colliery owners, cattle dealers, was dealt with by a joint conference of goods managers and superintendents, and amended tables agreed, which continued in force for some years. The goods managers, who then attended, have had as varied careers as those of the accountants given above:—

Rates for

Traders' Tickets

Mr. Noden, South-Eastern Railway, in the Chair.

Ashley, G. N. R.

Pamphilon, N. S. R.

Grant, G. W. R.

Pauling, N. E. R.

Houghton, L. & N. W. R.

Shaw, B. (for Collin), L. & Y. R.

Ormerod, M. S. & L. R.

Among the changes that took place this year, may be recorded :— Mr. Meldrum becoming station master at Chester, *vice* Mr. C. Mills, retired ; Mr. George Turner, of the Brighton Line, succeeds Mr. Grew on the West London Line, at Kensington ; Mr. Grew retiring after 34 years service on the London, Birmingham, and London and North-Western Lines.

Mr. Kempt's name appears among those at a Carlisle meeting, this year, representing the Caledonian Railway, and Mr. Godfrey Smith acts for the North-Eastern Line.

At the close of the year a fatal accident took place to Sir Donald McLeod, entering one of our carriages at a station on the District Railway.

Fatal Accident to Sir Donald McLeod. An official enquiry was instituted by the Board of Trade— Captain Tyler being instructed to conduct it—the object being to ascertain not only the existing variances in dimensions, but how far the Companies in the Metropolitan circuit, could adopt the plan of continuous upper footboards. The inspection party left by special train from Broad Street in a North London train, as far as Uxbridge Road, stopping at each station, and taking measurements of the height of the platforms, and the space between the edge of the platforms and the carriage step. Bruyeres, Woodhouse, Bore, and I, represented the London and North-Western ; Mr. Mansel, the North London ; Mr. Denne and Mr. Speck, the District Line ; Mr. Tomlinson (Locomotive Superintendent), the Metropolitan Railway ; and Mr. Farrar, the Board of Trade. At Uxbridge Road the special was dispensed with, and the party proceeded by ordinary train, completing each measurement at the other stations within the few moments of the regular stoppages.

The platforms were found to vary in height to the extent of nearly two feet, the highest being that at Westminster Bridge Station, which was 3 feet 3½ inches above rail level, and the lowest at Kensal Green on the Hampstead Junction Line, which was only 1 foot 6½ inches ; in point of space between platform and step the greatest distance was 9 inches at Mansion House Station ; and the smallest 3 inches at Edgware Road.

The carriage which Sir D. McLeod had intended to enter, was one of the North-Western Company, provided with only a small iron step at the door, and no continuous footboard.

The result of the enquiry shewed that there was no insurmountable obstacle to the adoption of the continuous footboards. The North-Western Company adopted the plan of lengthening the upper steps, so as to be equal in width to the doorway entrance ; the elongated footboard being viewed with disfavour, mainly on account of the low platforms with which the line was so largely equipped.

1873. On 1st January, two short new lines were opened ; the one a curve from Allerton to Garston ; a passenger service between Lime Street

**Opening to
Dowlais,
1st January.
1873.**

and Garston coming into operation : the other a short extension from Rhymney Bridge to Dowlais Top and Dowlais, with an omnibus service to the busy town of Merthyr : visiting this branch soon afterwards, I came across the Great

Western Deputy Chairman, Mr. Alexander Wood, at Rhymney Bridge Station. He jokingly enquired what I was doing on the Great Western Company's territory, and expressed a considerable degree of satisfaction at the notion, that both the North-Western and the Midland, had had to pay a smart "footing" for entering into South Wales.

The board experienced a sad loss early in the year, by the sudden death of Mr. S. R. Graves, at Euston Hotel. He was one of the most noted of the Liverpool section of the Directors, one of the Members of Parliament for Liverpool, and one of the supporters of the Derby Cabinet. I had the painful task, same afternoon, of meeting Mr. Graves, junior, and his sister, at the station, and arranging, in company with Mr. Bland, another of the Liverpool Directors, for the conveyance of the remains same night to Liverpool, by special train—one of the Company's engines bears Mr. Graves' name.

**Death of
Mr.
S. R. Graves.**

**Increasing
interest in
American
travel.**

The increasing interest in traffic to and from America, is well illustrated by the addition to the Liverpool-American Steamship Companies' Notices, appearing in the London and North-Western Time-table Monthly Book. For years only the Inman Company had been announced, but now a regular

shower of rivals appeared.

The Railway Companies, on the other side, also commenced their interviews with us, mainly at that time in connection with the large flow of emigrant traffic from Scandinavia and Central Europe, to the States, by way of Hull ; Mr. Loveland, of the Erie Line, being one of the most pushing and energetic. This traffic, *via* Hull, reached very large proportions, and for many years was regularly divided between the respective routes from Hull and New Holland to Liverpool, by minuted arrangement (supplemental to the Humber Conference); so heavy was the traffic that the Lancashire and Yorkshire and the London and North-Western had to provide special storage rooms for emigrants' luggage at their respective stations at Liverpool, to meet this occasional glut of traffic. Interpreters had to accompany the trains, as English was quite unknown to this class of traveller. The fares, at one time, from Hull to Liverpool were very good, but gradually, owing to long sea competition, this cross-England traffic could only be retained by still reduced charges, and when divided between the Cheshire Lines new route, the Lancashire and Yorkshire, and the London and North-Western, the traffic became almost valueless.

**Emigrant traffic
to the
United States
via Hull and
Liverpool.**

It was, however, the London-American traffic in which the London and North-Western Company was more largely interested, and with the advent of the Midland and Great Northern Lines into Liverpool, and a more pronounced activity on the part of the Great Western, some energy was needed to hold the traffic. Among the steps taken this year, was the publication through George Shaw of Messrs. Norton & Shaw, of the official Guide Book of the London and North-Western, which was widely disseminated through the States, mainly through Loveland's agency. The Guide Book was one for American tourists, arranged so as to embrace tours on all sections of the London and North-Western and Caledonian Lines. Messrs. Gaze opened an office, in our interest, in New York, and also became the agents of the Erie Railway in this country.

**Competition
for London-
American
Passengers.**

The provision of **sleeping carriages**—a facility borrowed from the other side of the Atlantic—came under notice this year. Messrs. Ashbury, of Manchester, had produced a vehicle in which three beds in each compartment were provided by pulling down the apparent back of each seat, an operation which resulted in three coffin-like beds appearing side by side, the access to all being extremely difficult, and the centre one of the three the most inconvenient of the lot. It was for some time run on the Great Northern and North-Eastern. Colonel Mann waited on the Directors and submitted his design, which ultimately made some way on the Continent. Our Directors decided on taking their own course, and Mr. Bore, at Wolverton, built a sample sleeping saloon, which was the model for some years on the line. Its length was unfortunately limited by the Wolverton standard to 33 feet. It accommodated twelve passengers, as against the Ashbury of six—four places for ladies, eight for gentlemen. The four day seats in each compartment, the same as the four window seats in an ordinary first-class, by a mechanical appliance, could be formed into two beds, while “hammock” beds brought down from the roof by a “riser” on each side, provided the third and fourth bed in each compartment.

**First Sleeping
Carriages.**

—
**London and
Glasgow.**

The carriage commenced running on 1st October, travelling by the 8.40 Limited Mail to Glasgow, on Mondays, Wednesdays, and Fridays; back from Glasgow by same mail, on Tuesdays, Thursdays, and Saturdays; an extra fare of ten shillings being charged. Other sleeping saloons were announced as being in course of construction, and a daily service in each direction was put into force on 1st of February, 1874.

On 1st May, 1873, the line from Frodsham to Runcorn was opened, and this connecting link furnished a new route, without change of carriage, for Liverpool passengers to Chester and North Wales, avoiding the River Landing Stage and consequent transfers to and from the steamers at Monk's Ferry, which had heretofore formed the only available service.

On the same day, the line from Greenore to Dundalk was opened, and

a fixed hour for sailing to and from Holyhead was arranged. Greenore was announced as a "sheltered harbour in Carlingford Lough," and a commodious hotel was opened at the terminus. It was a public advantage to have such a cleanly and smart hotel; at that time, Irish hotels were a discredit to the country, only one or two exceptions could be made from this assertion. The sea passage was announced as "under six hours." The steamers "Eleanor," "Isabella," and "Earl Spencer," were allotted to the route :—

The times of sailing gave the following service :—

			p.m.				p.m.
London	-	dep.	5 10	Belfast	-	dep.	4 50
Holyhead	-	arr.	12 45	Dundalk	-	"	6 55
			a.m.	Greenore	-	arr.	7 15
"	-	dep.	1 15	"	-	dep.	7 30
Greenore	-	arr.	6 50				a.m.
"	-	dep.	7 15	Holyhead	-	arr.	1 55
Dundalk	-	arr.	8 0	"	-	dep.	2 15
Belfast	-	"	11 0	London	-	arr.	9 50

Mr. Plews, of Enniskillen; Cowan, of Dundalk; Shaw, Ulster Railway, Belfast; and Roe, of Newry, were the officers named as traffic representatives. Mr. Chambers, from Crewe, was the local officer in charge, under the direction of Mr. Skipworth, of Dublin. A special supply of engines and carriages, on the Irish gauge, was sent from Crewe to stock the line.

The opening was inaugurated by a grand banquet, in the Goods Shed at Greenore, at which Lord Spencer, the Lord Lieutenant of Ireland, was present. 200 guests altogether sat down to the *dejeuner*.

The advantage of a **fixed hour for sailing**, to and from Holyhead and Greenore, had the effect of causing a similar plan to be adopted for the Holyhead-Dublin North Wall service, and on 1st September, the following fixed table came into force, instead of the tidal departure heretofore followed. Five and a half hours sea passage: Leave Dublin 11.0 a.m. and 7.0 p.m., the latter due Euston 9.50 a.m.; leave Holyhead 1.30 a.m. and 5.0 p.m. In November these times were altered, so as to leave Dublin at 11.0 a.m. and 8.0 p.m.; due in Euston at 11.0 a.m., and these remained in force till January, 1874, when 7.30 p.m. was adopted as the sailing hour from North Wall.

On 1st September, an important line, joint with the Midland Company, from Nuneaton into the Leicestershire coalfield, was opened, and joint stations up to Hugglescote on the one side, and to Overseal on the other, were manned, including intermediate stations at Shackerstone, Market Bosworth, and smaller villages. The mineral trains went throughout to the Midland connecting lines of Coalville and Moira, but the passenger trains were restricted to the new lines themselves. The supervision of the Joint Line was given to Inspector

Manning, who had been trained on the Southern Division, and had shewn himself thoroughly well posted in block working, while in its infancy.

On 3rd June, the Prince of Wales paid a visit to Haigh Hall, near Wigan, the seat of Lord Crawford and Balcarres, on the occasion of opening a new Infirmary at Wigan. I had to accompany his train throughout, and in like manner to take charge of it on his return from Bolton, which was made by London and North-Western route to Wigan on the 5th, and thence by Up Scotch express to London. A new Town Hall was opened by his Royal Highness, at Bolton.

On 26th of same month, an Oriental potentate visiting England, had to be dealt with. **The Shah of Persia** made a considerable stir on the occasion of his first visit to this country, and as soon as it was intimated that he would visit

Visit of the Shah. Liverpool and Crewe, steps were taken to put Euston Station *en fete* for his reception. Mr. Stansby, the architect, would not allow the use of the gallery, running round the hall, for visitors, unless it was carefully under-pinned with scaffold poles and supports. Mr. Wieland was busy selecting cretonnes for the saloon carriage; the police authorities had to be consulted as to the barriers outside the station; tickets were granted to the Directors and their friends, giving special facilities for seeing the Shah pass into the station.

The special train ran to Liverpool with only one stoppage, viz., at Lichfield. The speed was by no means great. We left **Shah's Visit to Liverpool.** Euston at 9.55, and reached Lime Street at 2.20. Lord Richard Grosvenor and Lord Sefton were with us.

The Shah left Liverpool the same night by special train to Crewe and Trentham, staying there as the guest of the Duke of Sutherland. Our carriages came back to Crewe that night, and early next morning we left Crewe for Trentham. The running times of the train had to be altered to suit the Shah, and the hours for visiting Crewe Works had to be somewhat curtailed.

On reaching Crewe Works, Mr. Webb took the Shah in charge, and he was conveyed through the major portion of the Works in a small carriage, specially fitted up for his use, drawn by one of Mr.

Crewe Works. Webb's little "nippers," on the very narrow gauge. The Shah gives the account of his visit in his published diary. He was much struck by the "butting," as he calls it, of Ramsbottom's double-headed hammer, upon the fiery steel ingots, but he does not mention the start of panic he experienced, when the red hot ingot was first brought into contact with the circular saw, and the flaming crash of sparks burst out with an unexpected roar of blazing metallic fury:—his oriental stolidity was gone, but only for a moment or two; he seemed angry with his followers, for having shewn them any sign of weakness.

From Crewe, the Shah's special train was run to Manchester, and here

the anxiety of the people to see the Shah was extreme. Generally speaking, on the North-Western Line, in any of these receptions, we can report a very satisfactory state of regulations, ensuring a quiet and uninterrupted arrival and departure platform. On this occasion, something had gone wrong; the expected public pressure had been under-estimated, and the whole place was in possession of the crowd. Every carriage and carriage roof was crammed with onlookers.

This was remedied all too late, but no confusion ensued on return. The Shah stayed again at Trentham, and next day returned thence to Euston, which was again decorated for his reception.

There were numerous changes in the staff attached to my office this year :—

Mr. Wieland obtained the post of Secretary to the North British Railway, in succession to Mr. Walker, who took a seat on the Board. As Secretary to

Staff changes.

Mr. Wieland.

Mr. H. A. Ivatt.

Mr.

Wilson Worsdell

that Company, frequently in troubled waters, he has distinguished himself by his financial tact; he has gradually advanced from position to position on the line, and in 1902, he became the Chairman of the Company. I was not aware, from any conversation with him, of his partiality for cremation, but very shortly after his arrival in Edinburgh, he became one of the seven first subscribers in a company, registered as the "Cremation and Urn Society,"—his fellow subscribers being London men, barristers, and solicitors. Mr. Fourdrinier, full of energy, was appointed successor to Mr. Wieland in my office; and in dealing with passenger injuries we had the careful advice of Dr. Guyer Hunter, who subsequently became Sir Guyer, and M.P. for Hackney. He had succeeded Dr. Puzey as our Medical Officer, and continued to hold office from 1872 to 1874. Mr. Fourdrinier, after a short time, was selected for advancement, and became Assistant, first to Mr. James Shaw, in Liverpool district, and then occupied a similar post in Manchester, ultimately becoming one of the district officers on the Great Central. The other changes were in the outdoor assistants. It was at this time always considered advisable to have, if possible, one of the locomotive cadets, as part of the outdoor staff, and Mr. H. A. Ivatt acted thus for some months. Mr. Ivatt was an exceptionally tall man, and however the post on the foot plate of the engine might have suited him, he could not accommodate himself without much inconvenience in the guard's van, and ultimately, probably very fortunately for himself, he went back to the Locomotive department, and at Inchicore on the Great Southern and Western, and at Doncaster on the Great Northern, he has made his mark. His diagram sketches and reports on accidents, were most careful and clear, and I was sorry to lose him. Singularly enough, he was succeeded by Mr. Wilson Worsdell—a brother of Mr. Worsdell—who was Chief Assistant to Mr. Webb, of Crewe. Mr. Wilson Worsdell, like Mr. Ivatt, had his heart more in locomotive working than in watching traffic development, and he in turn, has distinguished himself in the

railway world, by becoming, in succession to his brother, the Chief Locomotive Engineer of the North-Eastern Railway. It is not a little curious, that both these gentlemen should thus have been associated with my office in their earlier career.

Mr. L. D. Price, now District Superintendent at Lancaster, was a most painstaking officer under me, and Charles Tait, with Eddy and Henry Goulborn, were all active at this time in developing the Block regulations; having to instruct the inspectors, and through them the signalmen generally, in the new "Be Ready," "Preliminary," or "Warning" Signals—a great improvement in the general code—which, after long discussion with Mr. Cawkwell, had been adopted. A "Be Ready" signal for such and such a class of train in response to the "Call of Attention," being given, and accepted, prior to any train being allowed to enter a section.

On 1st August, a very serious accident occurred to the 8.0 p.m., so called "Tourist" train, out of Euston, running through Wigan at great speed.

**Tourist Train
wrecked
at Wigan.
1st Aug., 1873.**

The two engines and the first fifteen carriages of the twenty-five which constituted the train, passed through in safety, but from some cause, the sixteenth carriage from the front, in which Lady Florence Leveson Gower was riding, broke away, and turning to the left, took with it the whole of the rest of the train; the last eight vehicles became a total wreck, with a terrible loss of life.

The first part (fifteen vehicles) was entirely untouched; its night passengers slept soundly, among them Mr. Houghton, the Secretary, who knew nothing of the cause of the detention beyond Wigan Station, nor had he any idea of the disaster, till reading his newspaper next day at Newcastleton.

An early journey took me to Wigan, in the forenoon, where the *debris* was still in course of being cleared away. There was no room for blaming the Company for not providing interlocking, the junction box was complete in that respect; the mystery of the accident was difficult to solve. There was a facing-point leading to the loop platform line, which might have been responsible for the trouble had it been moved. The signalman declared he had not touched it; further, he had not put back his leading signal to "Danger," and evidence was forthcoming to shew that at the time of the crash, the signal was still "down," shewing a green light. The tongue of the facing-point was perfectly clear of any mark of a blow; if pulled over, it must have been done in the fraction of a second, between the passing of the rear wheels of one vehicle, and the leading wheels of the next. The experiment was too serious to be tested. Innumerable calculations were made. Mr. Worthington, the Engineer, took one view; Captain Tyler, another; Mr. George Edwards, the Signal Superintendent, differed. There was a long enquiry and inquest. Mr. Cawkwell and Mr. Findlay both gave evidence, so did Mr. Bore and Mr. B. Connor, Messrs. Webb, Whale, and Rigg, and Mr. J. Shaw; and, as experts from other lines, Mr. Loveday, of the Midland; and Mr. Piggot, of the Great

Northern. For the first time the Board of Trade sent an "assessor" to accompany their inspector; this gentleman soon proved that he was out of his depth, and annoyed, rather than assisted, Captain Tyler, by pressing impracticable questions as to "these facial points."

In the result, though the opponents of mechanical security made a great point of this instance of assumed failure, it was decided to adopt at all important junctions, where trains passed at speed, the additional security of the "facing-point lock." It has been the fate of the London and North-Western on many occasions, through some serious mishap or other, thus to have become the pioneer of such advances. Several other public enquiries were held by order of the Board of Trade, about this time, consequent on accidents on the Great Northern and the North-Eastern; and towards the close of the year 1873, the Hon. C. P. Fortescue, President of the Board of Trade, addressed a formal letter to the Chairmen of the various railway companies, pressing upon them the need for insuring safety for travellers, deprecating excessive speeds, and generally administering good advice.

Among the replies sent in by the various Chairmen, none went into more detail than Mr. Moon, shewing what the Company had done in safety appliances, in doubling various portions of the line and in station extensions, and he repeated his favourite assertion that "high speeds are a positive disadvantage to the Companies." Unfortunately for the London and North-Western Company, it had recently occupied an unfavourable position in respect to accidents in the Annual Accident Reports. In 1870 it stood head of the list, with 34 investigated, and in 1871 the North-Eastern stood first, with 22, while the London and North-Western and Lancashire and Yorkshire each had 21 to their discredit. In 1872 the North-Eastern topped the list with 36, the London and North-Western followed with 35, and the Lancashire and Yorkshire 31.

The Autumn Manœuvres took place this year at Rugeley, and caused us some considerable military service in the bringing of troops and supplies.

Autumn Manœuvres, Rugeley, 1873. Etching Hill, at which General Lyson's headquarters were situate, an old British fort, on an elevated hill on the outskirt of Cannock Chase, is plainly visible from the line. The military gathering at this portion of the Midlands recalled the question of the suggested Central Arsenal for England, for which Cannock Chase had been selected. The barracks at Whittington Heath, near Lichfield, are the only tangible survival of the scheme.

So far as Clearing House records go, the new members, in 1873, were Mr. Cockburn, representing the South-Eastern; Mr. Verrinder attended on behalf of Mr. W. M. Williams, and in the subsequent year succeeded him as Superintendent of the London and South-Western; Mr. H. A. Denne was appointed for the District Railway; Mr. Difford for the Somerset and Dorset (*vice* Mr. R. A. Read); Mr. Rowe, of the Aylesbury and Buckingham,

Clearing House Superintendents

—
New Members, 1873.

was appointed also for the Princes Risborough and Watlington Line ; Mr. J. B. Burke, and subsequently Mr. J. F. Burke, became the representative of the East and West Junction Company ; Mr. F. Broughton added the Neath and Brecon Line to his others, *vice* Caulfield.

Several of the old standing subjects cropped up this year before the Superintendents. The attempt to reduce the number of through booked parcels, by restricting the through entering stations, proved a complete failure ; it would have restricted instead of adding facilities for business. Mr. Dawson, of the Clearing House, reported on the extent of the traffic, and at his suggestion a simplification in settlements between the companies was adopted, and the costly division calculations—totalling up to 36,000 settlements per month—were dispensed with.

Questions
dealt with by
Superin-
tendents'
Conferences,
1873.

The late issue of time tables—under minute of 23rd January, 1867—was again revived, and nine clear days were agreed to as the latest period at which notices of train alterations could be accepted, before the end of each month—anxiety to avoid being outwitted by competing routes had very much to do with the gradual neglect of this re-enacted regulation.

Mr. Ward, Superintendent of the Caledonian Line, who was always anxious to obtain for Scotch and English through traffic the advantages or English concessions, was instrumental in getting the period of return tickets to and from the north, extended thus :—

401-500 miles	-	-	-	-	six days
501-600 „	-	-	-	-	seven days
601 miles and upwards	-	-	-	-	eight days

The provincial newspaper proprietors obtained additional concessions, to enable them to carry their circulation further afield, and in the subsequent year, Mr. Ward had nearly a similar scale adopted for newspapers, Scotland to England.

Mr. Lockhart, of the North Stafford Railway, was elected Chairman for the year 1874.

1874. On 1st January, the Provident Society, for men on London and North-Western staff, was added to the Insurance Society. This was an arrangement to provide sick pay for men laid aside by illness, other than accident on duty, and to afford a retiring gratuity to those who left after a lengthened period of service. The Company, of course, were contributors to the funds, and the management was similar to that reported in the case of the Insurance Society.

London & North-
Western
Provident
Society started
1st January, 1874.

The Midland Company, who on 2nd March, 1874, as part owners of the "Cheshire Lines," opened their Central Station in Liverpool, made

Pulman Cars introduced by Midland Co. a further bid for the American traffic by adopting Pulman cars, specially imported from America, in their Liverpool and main line trains. All sorts of evil concerning them were prophesied by some of our anti-bogie people—"only wait till they are in an accident, and you will see a pile;" but the result falsified the prediction, as in one or two serious accidents on the Midland, the firmness and stability of the Pulmans were most marked.

Mr. Allport's visit to the States led to his expectation of considerable advantage for the Midland Company from the American traffic, and we shortly had some sharp experience of the attempts to capture the business at Liverpool.

In February, Mr. Cawkwell resigned the active management of the line, having been elected a Director. A change in the titles of officers was adopted: Mr. Findlay was appointed Chief Traffic Manager; **Resignation of Mr. Cawkwell.** Mr. Kay, removed from Manchester, became Chief Goods Manager; and myself, Chief Passenger Superintendent; next **Mr. G. Findlay appointed Chief Traffic Manager.** year this title of mine was in May, 1875, altered to Superintendent of the Line. Mr. Cawkwell still retained an office at Euston, and among the subjects he kept in his own hands, were the plans for signalling and alteration of signals at the stations; the revising and settling these plans brought me very closely in contact with him throughout my Euston history.

His former Chief Clerk, J. Entwistle, had been appointed Assistant to Mr. Bruyeres, in the Southern District, but in September of this year, arrangements were made for Mr. Bruyeres, who had served the Company for the long period of 34 years, to retire; and the Directors, attracted by the charm of military discipline, selected General Luther Vaughan (now Sir Luther) to succeed him. It was a difficult task for a man of his years to undertake; and though he struggled manfully to grasp the work, and frequently expressed his sense of the help he had from me and from those around him, yet he was himself conscious that it was an undertaking too onerous for successful efficiency.

Among the subordinate changes in the year, Mr. Fred. Harrison became assistant to Mr. Binger, at Chester, Mr. Fourdrinier taking his place at Liverpool; Mr. Linaker was added to my staff. The removal **Changes in Staff, 1874.** of Mr. Kay to Euston made numerous changes in the Goods Department; Mr. W. J. Nichols was appointed to Birmingham; Mr. J. Thurstan to Wolverhampton; Mr. E. Braide to Warrington; Mr. E. Farr to Manchester and the North-Eastern district.

In Ireland, while Mr. Skipworth retained Dublin as his headquarters, Mr. John Roberts was appointed to look after Newry and Greenore, and Mr. W. D. Parsons, Belfast.

Mr. Herbert Page succeeded Dr. Hunter, early in the year, as Chief Medical Adviser to the Company, and was highly appreciated in that capacity. He was always clear and definite in his views in discussing medical cases



MARK HUISH.



WM. CAWKWELL.



SIR GEO. FINDLAY.



SIR F. HARRISON.

before the Committees ; there was an entire absence of ambiguity, and implicit reliance could be placed on his judgment.

The death of Mr. Edward Tootal, in the autumn, removed from the Board one of its oldest and best known members.

A serious accident took place on 20th February, to the Limited Mail, a little south of Euxton Junction, partly by a mistake on the part of a signal-man in working the block instruments, which had been introduced three weeks previously, and partly from the distant signal, which ought to have been sighted by the driver, being placed at such an elevation that in the fog it was not discernible.

Accident to Limited Mail at Euxton.
Public Enquiry. Mr. C. H. Mason's first attendance.

This accident entailed a public enquiry at Wigan, conducted by Colonel Hutchinson. Our solicitor, Mr. R. F. Roberts, was present, and he had on the occasion as his lieutenant Mr. Charles H. Mason, who made his first official appearance, so far as my diaries shew, at this enquiry.

On 2nd November, the Prince and Princess of Wales travelled from London to Hampton by 3.0 p.m. train, on a visit to Lord and Lady Aylesford, at Packington Hall. The Duke of Sutherland, Mr. Moon, Mr. Bickersteth, and Mr. Crosfield were in attendance at Euston. Mr. Findlay and I accompanied the train. Next day the Czarewitch went down to Hampton ; and on the 7th, the Prince and Princess, having made visits to both Birmingham and Coventry, left the latter place by special train for Wolferton, Sandringham, His Royal Highness's new Norfolk residence. The Czarewitch was in the train, and met and greeted their Royal Highnesses when they reached the station, at the close of their Royal progress through Godiva's city. Colonel Byng was the officer in attendance, and at the station the Prince recognised Adjutant Edwards, who had been His Royal Highness's military instructor in his youth. The train travelled *via* Blisworth to Peterboro', where Mr. Mumford and I handed it over to Mr. Swarbrick, of the Great Eastern Line.

Railway Journeys.
Royal Family.

A month previously it had fallen to my lot to take charge of the Duke of Edinburgh's special train, from London to Liverpool and back ; Captain Haig being the officer in attendance on His Royal Highness.

There were but few changes in the main line service during the year ; the principal advance was the extension of the 10.0 a.m. express from London to Perth, due 9.52, and Dundee 10.55 ; the train to those destinations had heretofore been the 10.10 from London, with midnight arrivals at Perth.

The Harborne Line, from Monument Lane to Harborne, was opened for traffic in September.

The passenger station in Great Moor Street, Bolton, was opened for traffic in October, in substitution for the old erection, which had done duty since the early existence of the line. At the time of opening the new terminus, the Little Hulton Branch was in progress, and on 1st April,

subsequent, was opened throughout, giving *via* Plodder Lane, a new route between Bolton and Manchester.

The adoption of third class bookings by all trains had had an unsettling effect on the arrangements for remission of duty, as a very large number of the trains on which a claim was made, failed to comply with the conditions of the old Parliamentary trains. Several meetings took place, with varying suggestions, but amid the debates, an intimation arrived from the Midland Company that they proposed to abandon second class altogether, and to run only first and third by their trains.

Ultimately it was decided to add the 5 per cent. passenger tax to the third class fares that were challenged, and the following elaborate notice appeared in the Time Book, commencing 1st November:—

“In consequence of the intimation received from the Board of Inland Revenue, that they will no longer sanction a remission of duty on tickets at ‘Parliamentary’ fares, issued by any other trains on week-days, than those calling at all intermediate stations on the journey, it has been necessary to adopt special fares and separate tickets for third class passengers by those trains which do not conform to the requirements of the Board of Inland Revenue.

“These third class fares, which will be the former Parliamentary fares, with five per cent. Government duty added, are now in operation.

“Parliamentary tickets are issued at those stations opposite to which a thick line is marked, on the right-hand side of the columns in the several time tables, and will be available between those points where no break in the thick line occurs.”

This arrangement of restricted Parliamentary bookings, and distinguishing black lines appearing at scattered intervals through the time tables, continued in operation till January, 1884.

The time tables for 1874 contained in their pages, for the first time, divisional maps of the lines—North Wales, South Wales, the Lancaster and Carlisle—(those of Scotland and Ireland had appeared previously);—also the Bye-Laws (new), dated 4th November, 1874, signed by Stephen Reay; the Steamboat Bye-Laws, dated 30th May, 1867, also signed by him; and they reproduced a “Bye-Law as to Sidings,” obtained 14th December, 1865, signed Chas. E. Stewart, on which, at the time, great store was set, as it required that—

“Every private railway or siding joining the Company’s main line, by means of switches, points, or moveable rails, should be furnished with signals; that the switch-points shall be kept locked when not in use; that the private railway or siding shall be furnished with a stop-bar across the same, to be locked down when wagons or other carriages shall have passed in or out of the said railway or siding.”

The wording of that Bye-Law had reference to systems of working fast becoming obsolete, as the discussion at the Clearing House Superintendents’ Conference, January, 1874, will shew. In order to avoid hand signals given at night intended for drivers on main line being taken by drivers on sidings, I had proposed that White lights should be used for shunt-

ing signals, for directing trains on main lines; and Green for shunting on sidings. The subject was fully debated, but the decision given was—

“That, as the use of safety points, interlocked with signals, preventing egress to main line from sidings, without permission from the signalman, was being so generally extended, it was unnecessary to adopt distinctive hand-lights.”

The increase in signals, especially of Red lights at sidings, being calculated to confuse drivers, led to the London and North-Western Company adopting a Purple light for sidings, and ultimately
Siding Signals. for platform bays, but the opinion of the superintendents, when
Purple the Purple light was submitted at same meeting, 24th January,
Lights adopted. 1874, was unfavourable to the adoption of Purple as a stop or danger signal.

The reports of accidents shewed a very large percentage in the vicinity of stations; the system of telegraph block working had, to a considerable extent, reduced the class of “End on” collisions, arising from trains overtaking trains in transit; yet at stations, and approaching stations, collisions still occurred; and in
Adoption of Signal—
“Section clear but Station or Junction blocked.” March of this year, after numerous conferences with the locomotive authorities, Mr. Rigg, Mr. Whale, and Mr. Mumford, the Manager authorised the issue of a circular to the signalmen at principal stations and junctions introducing a new code, which it was hoped would avoid delay to trains waiting “line clear” under the strict block rules without impairing the safety afforded by such rules.

The circular laid down the instruction that in cases where any train had arrived at a station, and was standing under cover of the rear signals, the signalman at such place on receiving the warning “Be Ready” for another approaching train from the signalman at the outer section, must not telegraph back “Line Clear” but give a new special code, ●—●—●—● beats—●—●—●—● beats (called 4 pause 4), to intimate that the station was blocked, but the intermediate running space was clear. On receipt of this special code (4 pause 4) it became the duty of the signalman at the outer section to stop the approaching train and verbally “caution” the driver as to the state of things ahead—allowing him, after being cautioned, to proceed.

This was the origin of the signal known subsequently as “Section clear but station or junction blocked.” In some subsequent enquiries, where this system came under review, “caution tickets,” to be handed to the driver, were recommended. The Great Western Company adopted them, but the North-Western did not.

The rules for “station yard working” were the outcome of the circular, as it was not found possible, in our then state of knowledge, to extend the absolute block to the sections in large stations. For years
Station Yard Working. this was a source of trouble—collisions in station limits—as trains must, at some points, be united; and even up to

the present day necessity exists at such places for special exemptions from absolute block.

One of our directors, Mr. O. L. Stephen, had taken much interest in the question of **Parcel Traffic**, and was always pressing that action should be taken to retain this traffic to the companies' revenue, rather than Packed Parcel Agencies should obtain it. At his desire, with Mr. Cawkwell's concurrence, I drew out a tentative scheme for labels for conveyance of parcels, irrespective of distance, from 1lb. up to 3lbs., and this was submitted to a sub-committee; the proposition being, that the whole of the railway companies in Great Britain should unite in using one universal label, to be sold by all, to be honoured by all; the receipts from the sales to be pooled and subsequently divided.

First Scheme
for
Parcel Labels.
Small Parcel
Traffic.

This label was to be called the Railway Clearing House Parcel label

The value to be 4d.; the labels to be sold in sheets of 60; to be issued by the Railway Clearing House to the various railways, with a discount of two per cent. to the purchasers in quantity.

A single label, 4d., to convey 1lb. parcel anywhere on the Associated Railways.

Two labels, 8d.,	„	2lb. parcel	„	„	„
Three labels, 1s.,	„	3lb. parcel	„	„	„

The label to state on its face, that it is used on the understanding that the railway companies liability for loss, damage, or delay, is not to exceed the sum of 20s.

Booking fees not to be charged for these labelled parcels.

It will be noticed, that this scheme anticipated in many respects, the advantages of the system, which many years afterwards, the post office—and the railways combined—put in force. The former scheme retained the whole receipts in the hands of the railway companies; the latter scheme dividing the proceeds, so as to leave a large percentage in the hands of the Post Office.

The Sub-Committee, which consisted of the Superintendents and Accountants of the leading companies, could not be induced to take a sufficiently broad view of the matter, and reported, "that whilst the advantages to be derived from the use of parcels labels were conceded, difficulties were pointed out which would require to be overcome, in regard to the division of the receipts, etc., and which would render the universal application of the system suggested impracticable."

The scheme accordingly fell through, and the opportunity was lost. The Post Office, at a subsequent date, stepping in, and putting in force the general scale for small parcels, which has penetrated through their agency—with railway co-operation and partnership—to the remotest parts of the United Kingdom.

This want of breadth of view, I fear, is to be laid to the charge of the Superintendents, on other questions than that of the parcel rates. Thus the Superintendent of the North London Company, took the trouble to tabulate the various codes of telegraph "beats" or "ticks," in force on the English lines, in the hope that some steps might be taken towards uniformity, but unfortunately, he was not successful, and the minute records that the Committee considered it impracticable to adopt a universal code.

The subject was not allowed to rest thus, as the signalling at junctions with other lines, was a matter of daily and hourly importance, and the following regulation, as mentioned on page 137, was laid down:—

**Varying
Telegraph
Codes in
Signalling.**

"That where running powers are exercised, the running company shall adopt at their Telegraph Signal Box nearest the junction of the line over which they run (in respect of the signalling up to the junction of that line), the telegraph code and system, in use by the company over whose line their running powers are exercised."

A serious accident at Canonbury Junction in 1883, formed a striking commentary on the importance of this question, which the North London representative raised at this time!

The level intersection of the Dundalk new line from Greenore, and the Great Northern Line, close to Dundalk Station, had its record of accident very shortly after the opening of the line; the 6.0 p.m. from Greenore, coming into collision with the 5.0 p.m. express from Dublin to Belfast; one passenger was killed, 26 and two guards injured. The level crossing was condemned, and of course Block working recommended. The question of signalling, and observance of signals, between ourselves, the Dundalk and Enniskillen, and the Dublin and Belfast Companies, was remitted as a triangular question to the arbitration of Mr. Ilbery, who conducted the enquiry at the Four Courts, Dublin. Mr. Parsons, who had been removed from Belfast to take charge of the Newry district, Mr. Chambers, of Greenore, with Mr. Edwards and Mr. Skipworth, were our witnesses. It was pleasant to come across old friends as Mr. J. E. Ward, Midland Great Western, Mr. E. B. Ivatts of the same company, and Mr. Culverwell, of the Dublin and Drogheda.

The officers whose names appear on the Superintendents' records this (1874) year, are:—For the Crystal Palace, Mr. Wilkinson and Mr. Flood Page; Mr. J. B. Cooper acts for the Stafford and Uttoxeter Railway; Mr. Maddock appears for Mr. Blackmore; Mr. Pendleton for Mr. Cockshott.

Mr. Henry Cook, of the Furness Company, was elected Chairman for the year 1875.

At the close of 1874—by instructions of the General Managers—a special committee of the Superintendents was appointed, with instructions

Committee appointed to frame Standard Rules and Regulations. to draw up rules and regulations for the guidance of officers and men of the railway service, which shall be generally applicable to the working of all railways. The Committee consisted of Messrs. Blackmore, Bradley, Christison, Cockshott, Harris, Needham, Neele, Robertson (Great Eastern), Tyrrell, and Ward. In 1875, Mr. Maddock came on the Committee, *vice* Blackmore.

The Midland Company's **abolition of second class**, and modification in first class fares, led to a general adjustment of the first and second class fares; though wherever unsettlement could be avoided the old figures remained in force. On the East side of our line—**Second Class Fares adjusted.** where the Great Northern action, following the Midland, affected us, commencing with St. Alban's and Bedford, and including Liverpool, Manchester and Carlisle—the change was carried out on 1st January, 1875. The Great Western were more slow in their action, and held their hands and ours back, until 1st March, when Oxford, Banbury, Leamington, Birmingham, Wolverhampton, Shrewsbury, Chester, Birkenhead, and South Wales fell into the altered scale.

In addition to the change in fares, return tickets were agreed to be limited; 50 miles, seven days; above 50 miles, one month.

1875. On the 1st January, the North-Western Company commenced to run their own trains throughout, from Shrewsbury *via* Hereford to Mill Street Station, Newport, over the Monmouthshire Railway; **London and North-Western Trains run through to Newport.** three trains each way, daily. Passengers booked through to destinations on the Great Western Line beyond Newport, had to change stations at Mill Street, and resume their journey by the Broad Gauge from High Street Station, Newport.

On the 1st March, in this year, sleeping saloons were commenced to run between Euston and Holyhead, by the Irish Mail trains, at an extra fare of 5/-; seats to be obtained on application to Rich, Euston; or Massingberd, Holyhead. The provision of this night facility made, I fancy, a considerable inroad into the little perquisites that had been the recognised, but illegitimate, earnings of the mail guards, for the provision of the "two-sticks," which it had been their custom to furnish to likely patrons: by means of these sticks and a spare cushion, the space in the compartment was comfortably bridged over, and a long sofa-shaped seat established; indeed, these "twin-sticks" were quite a portion of the officer's travelling stock; the messenger at Euston, Henry Wellings, being an expert in their construction.

Similar night saloons between Liverpool and London, commenced running on 1st of the following month; and in July, in order to attract

**Sleeping
Saloons.**

—
**London and
 Liverpool,
 1st April, 1875,
 and
 Day Saloons,
 1st July, 1875.**
 —

**Morning
Newspaper
Train from
London.**

American travellers, "day saloons" were run between the same points, by the mid-day train in each direction.

An important alteration was made this year in the running of the morning train, conveying the daily papers out of London. It had left Euston for many years at 6.15 a.m. Mr. McDonald, the Manager of the *Times*, negotiated with the North-Western Company for a special train, solely in the interest of that paper, to leave about an hour earlier, and by this means it was hoped they could secure the monopoly of sale, by their earlier distribution in the provinces. By some means the scheme became known to the Press. The proprietors of the *Standard*, in particular, were combative and indignant, and brought pressure to bear on Mr. W. H. Smith on the subject. As the result, the newspaper trains by all the Northern Companies left much earlier; in April, 5.25 a.m. was adopted; in May, 5.20 a.m.; and in August, 5.15 a.m.; the London papers reaching Manchester at 10.0 a.m., as against their previous arrival at 11.45 a.m. The departure at 3.45 a.m. from Marylebone, Great Central Railway, in the interests of the *Daily Mail*, a spurt made in 1900, takes my recollection back to the scheme we elaborated with so much pains for the *Times*, in 1875.

In May, a through service of North-Western trains (superseding the Euston and Crystal Palace train working), was adopted between Willesden Junction and Croydon; it was worked by North-Western engines and carriages, though Mr. J. P. Knight was very desirous of coming through to Willesden with Brighton Company's engines, and from time to time raised this question.

**Willesden
Junction and
Croydon
train service,
May, 1875.**

In June, the ordinary train service of the line was entirely overhauled, and considerable improvements made. It had heretofore been the custom for the Birmingham service to the South, to be run in connection with that from Liverpool and Manchester, joining at Rugby; and in like manner, for the trains from Birmingham to the North, to be joined at Stafford to those from London, for Liverpool, Manchester, &c. These were now, in very many instances, dis severed, and run separately, adding considerably to the mileage, but very much simplifying the working.

**Improved
Train Service.**

In July, after considerable discussion, the through train service between Willesden and Waterloo was resumed; Mr. Archibald Scott agreeing to our putting on eight trains each way. By this means a very effective connection was given for years, between the London and North-Western and the London and South-Western systems; it being also announced to the public that traffic to and from the South-Eastern Line could be exchanged in Waterloo Station.

**Willesden and
Waterloo
Service.**

This system of trains worked well on normal days, but at busy seasons, Waterloo was a sadly crowded station, and these extra trains were not viewed with a friendly eye by all parties. Year by year, after some busy holiday, their discontinuance would be threatened. It was, however, not until 1893 that the final determination was come to, and once more, the through service, Willesden to Waterloo, was discontinued.

In June, the celebrated trials of **trains, fitted with continuous brakes**, were made at Newark, on the Midland Line, between Newark and Bleasby.

The Royal Commissioners on Railway Accidents were present :
Brake Trials at Newark. the Duke of Buckingham, Lord Aberdeen, Mr. Ayrton, Mr. Galt, Mr. T. E. Harrison, Mr. Woods, and Colonel Ingles ; the Board of Trade being represented by Colonels Yolland and Hutchinson. The experiments extended over three days. Eight trains altogether were on the ground, and each had to run between three and four miles, before sufficient speed was obtained to give a satisfactory trial.

The London and North-Western train was fitted with Clarke and Webb's chain brake ; the Caledonian with Steel's air brake ; the London, Brighton, and South Coast with Westinghouse vacuum ; the Lancashire and Yorkshire with Fay's old patent brake ; the Great Northern with Smith's vacuum ; the Midland Railway had three trains—(1) Barker's hydraulic ; (2) Clarke's hydraulic ; (3) Westinghouse air brake.

The result of each of the experimental runs was eagerly watched for ; the speed attained, the length of time occupied in coming to a stand, the space traversed after application of the brake, etc. The Duke of Sutherland and Lord Richard Grosvenor requested telegrams to advise them of results.

Unfortunately, our train—making the first trip of the whole lot—when the chain brake was applied, broke into two portions, the coupling-hook snapping off. Mr. Worsdell, of Crewe, was present, and he made all right for the next day's experiment, when all passed off well. Speed, 49 miles per hour ; stoppage, 23 seconds ; distance, 326 yards. This was a very good stoppage, but the Midland Westinghouse stopped in 18½ seconds. The weather, the weight of the train, the state of the rails, were all the subject of comment, if not dispute, among the experts ; and each of the patentees went away from the refreshment tent at Rolleston Junction, self-satisfied that their own system was the best.

And so it came to pass, that for years afterwards, our rolling stock was fitted up with the incumbrance of the chain brake. The jerks, administered to the passengers by its application, were much complained of. The stoppages at roadside stations were accompanied by a sharp shock, for which the guards frequently got the blame. The application of the brake, by shortening up the connecting chain of each carriage, had a singular effect on the ball of the carriage coupling, lifting it up so that the coupling itself was raised, and the free end was lifted off the carriage hook, thus parting the

train, except for the side chains. To remedy this, small catches were introduced on all the carriage hooks, and continue to this day.

Very few of the Companies followed our lead, the Caledonian being loud in their condemnation of the arrangement. The system completely failed to comply with the Board of Trade requirements, promulgated in 1876, viz., that the brake should be applicable to all the vehicles on the train; that its control should primarily be in the hands of the driver; that the guards should also be able to apply it; and that it should act automatically on the vehicles in case of a break-away.

In March, we had another instance of the unwisdom of allowing lines of railway to cross each other at right angles on the level—"at grade," to give the American expression. The accident took place at Bedford, where the Midland Company's Line from Bedford to Hitchin, then in use as their main line to London, King's Cross, crossed the Bedford and Bletchley Line, near to the London and North-Western Bedford Station. The signals for the London and North-Western driver to cross, were not lowered, and he ought to have stopped clear of the crossing; but, failing to do so, he came into collision with the Midland train, running from Hitchin towards Bedford, for which the signals were lowered. One passenger was killed, and four injured. It was very singular, that both the North-Western driver and the Midland driver had the same name, "John Perkins!" The signals were badly placed originally, and had not been modernized; they had been passed by Colonel Yolland in 1857, who did not relish being reminded of the fact.

The Board of Trade was becoming very restrictive in their permission to allow fresh crossings of main lines, and a proposal for one at the north end of Rugby having been submitted, the whole of the four Inspectors—Yolland, Tyler, Rich, and Hutchinson—met on the ground to debate the arrangement. Captain Rich was the only one to hold out against the proposal, though he was aware that the alternative he pressed for, of an underground connection, would at that place have been of great cost, and of comparatively little utility; and, further, that at all points where the arrangement had been reasonable or beneficial the Engineer of the Company had not hesitated to adopt the plan.

Early in the year the Board lost another of its old members in the person of Mr. Robert Benson. He had been on the Board since the year 1844, having previously been a Director of the Manchester and Birmingham, and during the time Admiral Moorsom had been Chairman he had been Deputy Chairman. He represented the Company on the Managing Committee of the Clearing House, after the death of Lord Wolverton, and was elected Chairman of the delegates.

**Accident
near Bedford.**

**Two Drivers
named
John Perkins.**

**Changes in
Board of
Directors, 1875.**

The Directors attended his funeral at Kensal Green, special arrangements being made to stop the train at Hodgson's level crossing, closely adjoining ; the present Queen's Park Station not then existing.

Many changes took place in the Board ; the South Staffordshire district had a new representative in Mr. Henry Ward, of Penkridge. The Lancashire mining district also had a new member in Mr. Thomas Knowles, of Wigan, M.P. for that borough, and a leading partner in the firm of Pearson and Knowles. Liverpool added Colonel Bourne (afterwards Sir J. Bourne), and Mr. A. Fletcher to its representatives ; while Manchester had Mr. Greg as a successor to Mr. Edward Tootal. Mr. George Crosfield was recognised as the Warrington Director.

Among the officers and their assistants, Mr. Corns, of Manchester, resigned, and subsequently went to the Sheffield Company. His position was filled by the removal from Swansea of Mr. W. D. Phillipps, who held the position for seven years, and was then appointed General Manager of the North Staffordshire Railway Company.

Changes
in Officers,
1875.

Mr. B. A. Bedford succeeded Mr. Phillipps as District Manager at Swansea.

Mr. F. Harrison, considered to be one of the most distinguished of Mr. Findlay's well-trained staff of young men, was selected to act as my assistant. He accordingly gave up the post of assistant to Mr. Binger, at Chester, and came up to London at the end of March.

His place at Chester was taken by Mr. Eddy, who left my office for the purpose. He acted in the Chester district as assistant till 15th November, when my old comrade, J. O. Binger, died, and Eddy was fortunate enough to receive the appointment of District Superintendent.

Another of my old friends was added to the list of deaths this year, in the person of Mr. H. R. Marcus, formerly our Excursion Agent. He was run over while straying on the sidings of the Victoria Colliery, near Rainford, in which he was a shareholder.

The vacancy at Euston arising from Mr. Fourdrinier's removal was filled by Mr. Penson, a painstaking fellow, whose conduct of passenger injury settlements was most efficient and guarded. Mr. Robert Turnbull and Captain Blakeney were added to my staff. The latter made but a short stay, the former became my assistant and successor.

Mr. Colhoun was removed from Dublin to Belfast. He had been not unfrequently in London about this time, and made his mark among us for discretion and judgment. The fraudulent use of London-Cork return tickets, by re-sale in Dublin, was one of the abuses we were trying to stop.

The fourth line (down), between Watford and Tring, was inspected on 6th November, by General Vaughan, Mr. Joseph Entwistle and myself ; Mr. F. Stevenson, the engineer in charge, with Fothergill for Farmer

and Saxby. It had been opened from Willesden as far as Watford on the 20th of September.

I accompanied General Vaughan on many of his enquiries ; his Station Masters and Inspectors came closely under my observation, such as Malin and Toogood, of Leicester ; Allen and Martin, of Rugby ; Male, of Burton ; Best, of Cambridge ; with Horton, Manning, Rivett, and Marshall, District Inspectors.

The Newport-Pagnell Railway was taken over by the London and North-Western on 1st July. Mr. Maltby, who as Local Manager had been in charge before the London and North-Western took over the line, was removed for a while to my office as one of my out-door staff. He was then transferred to Mr. Shaw's, at Liverpool, but only remained with the Company a short time.

The only record of special journeys for Royal parties this year was on 20th May, when the Duke and Duchess of Edinburgh made a visit of inspection to the London Orphan Asylum, at Watford ; a special train, of which I had charge, being run from Euston and back for their accommodation.

At the Clearing House, Mr. Henry Cook, as Chairman, having called attention to the desirability of a uniform system of colours for the various classes of tickets ; a Sub-Committee reported on the subject, and it was agreed, 3rd March, 1875, to recommend the following :—

**Superintendent's
Conference.**

**Uniform
Colours for
Tickets.**

ORDINARY SINGLE TICKETS. — 1st Class, White ; 2nd Class, Pink ; 3rd Class, Light Green.

ORDINARY RETURN TICKETS. — 1st, Yellow, outward half—White, return half ; 2nd, Grey, outward half—Pink, return half ; 3rd, Buff, outward half—Light Green, return half.

TOURIST TICKETS, same colours, with addition, of horizontal stripes.—1st, one stripe ; 2nd, two stripes ; 3rd, three stripes.

At the Tourist meeting at Scarborough—at which Mr. Lewis Wood's name is mentioned for the first time attending as the Clearing House representative, and to whom the Superintendents have been subsequently indebted for many courteous attentions—Mr. Needham intimated that the Midland Company could only treat with First and Third Class in their Tourist arrangements ; and Mr. Ilbery called attention to the advisability of adopting the Coupon form, for Tourist Tickets.

This latter question was referred for a report on the working of the system in Ireland, where Messrs. Norton and Shaw had adopted a folder coupon form of ticket, which appeared likely to meet the requirements. A very full report was made by Mr. H. Smart on the subject, shewing that the Irish companies were fully satisfied with the system, but the cost

came out unsatisfactorily, and coupon tickets were only adopted in a few restricted cases by the English companies.

A special communication from the General Managers, 28th June, 1875, signed by Messrs. Allport, Smithells, Findlay, Oakley, and Underdown, summoned a Joint Meeting of Superintendents and Goods Managers, to arrange an amended scale of **charges for insurance** of Goods under the Carriers' Act. In 1868, a Sub-committee for Insurance. had recommended a considerably reduced scale, to meet the well-founded complaint that five per cent. for insurance was prohibitive, and 2s. 6d. for every £50 had been fixed. This concession was considered insufficient, and acting on a suggestion made by Mr. Allport, before the Carriers' Act Committee of the House of Commons, this special meeting was summoned to formulate a new scale :—

Mr. Birt, Great Eastern Railway, was in the Chair ; among the Goods Managers were Mr. Haddow, of the South-Western ; Mr. Kay, London and North-Western ; Mr. Light, London, Brighton, and South Coast ; Mr. Newcombe, Midland ; Mr. Scotter, Manchester, Sheffield, and Lincolnshire ; Mr. Ashley, Great Northern ; Grant, Great Western ; and Thompson, Caledonian.

A rate of 1s. per cent. was adopted for all distances in England, Scotland, or Wales, up to £500, with a minimum of 6d, increasing by steps of 3d. ; thus, £50, 6d. ; up to £75, 9d. ; up to £100, 1s. The scale being applicable to the bulk of the articles named in the Carriers' Act. The arrangement, very promptly adopted, came into force publicly on the 2nd August, and continued till June, 1877, when a further concession was adopted, by which articles up to £25 can be insured for 3d., in lieu of the previous minimum of 6d.

The Superintendents at the close of the year, had the task of settling the various forms for charging the fares of voters at parliamentary elections to attend their place of polling ; an expense, at that time, legally chargeable to the candidates, though the individual payment of money for railway journeys was illegal. All these conditions and political safeguards have since become obsolete, and have been swept out of the Railway Clearing House regulations.

Mr. Roberts, of the Highland Railway, retired through ill health, and was succeeded by Mr. Thos. Robertson, who soon shewed the masterful grip of matters which have carried him to the front, not only in Ireland as a General Manager — and subsequently as Chairman of the Board of Works there—but as being selected as a chief adviser to the Government, as to the working of the whole of the Indian Railways.

The records of the Superintendents' Meetings during the year shew that—

Mr. A. L. Stride succeeds Mr. Louth, London, Tilbury and Southend.

Mr. Mathieson, succeeds Mr. Gilmour, Glasgow and South Western.

Mr. Henshaw is appointed for the Brecon and Merthyr.

Mr. John Roberts is appointed for Waterford and Limerick.

Mr. Q. Y. Lawson is appointed for City of Glasgow Union Railway.

Mr. Maddock succeeds Mr. Blackmore.

Mr. F. Grundy succeeds Mr. F. Broughton, Mid Wales.

Mr. G. Howell succeeds Mr. F. Broughton, Neath and Brecon.

Mr. F. G. Burton succeeds Mr. J. B. Cooper, Stafford and Uttoxeter.

Mr. Templeton attends for Mr. Hitch, North London Railway.

Mr. Bates attends for Mr. Harris, L. C. & D., on one or two occasions.

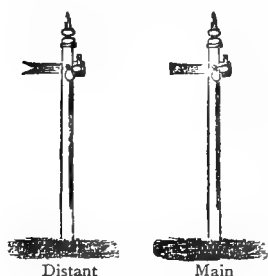
Mr. J. Robertson, of the Great Eastern, was elected Chairman for the year 1876.

CHAPTER X. 1876—1880.

Model Rules and Regulations adopted—Midland Opening from Settle to Carlisle—Express Service to North Wall—Luncheon Baskets for Irish Mail—Pictorial Posters—Quadrupled Line to Crewe—Mr. Jerome K. Jerome—Wire Locking—London Parcel Delivery—Mr. David Stevenson's Universal Offices—Empress of Austria—Joint Lines with Great Northern Nottingham District—"Calais Douvres"—General Vaughan—Midnight Train from Euston—Tell-tale Block Instruments—Queen's Park Station—Agricultural Show—Blaenau Festiniog—Continental Visit—Family Omnibuses—Lime Street Tunnel doubled—American Traffic—Lime Street Hotel—North Wales Floods—Llandulas Viaduct—Booking Fees abandoned—Holyhead Harbour and Goods Shed—Attempt to Wreck Irish Mail—Parcels Traffic Free Collection.

The Committee appointed in 1874, to draw up rules and regulations for the guidance of the servants of all ranks and classes, selected Mr. Needham as their Chairman, and, under his presidency, had numerous sittings throughout the year; formulating a Model Rule Book which, it was hoped, would be adopted very generally. The advantage of keeping to a defined "number," to be attached to each rule alike, throughout the kingdom, was one of the points strongly urged.

No appendix showing diversity of signals was necessary; for in the interval between 1865 and 1875, the use of the semaphore signal had



become so general, that it was shown in this book as the standard form of signal. The varying shapes of the distant signals had become simplified, almost all the Companies fell into the scheme of adopting a "fish tail" arm for the distant, as compared with the plain arm of the station or main semaphore; and another great step towards uniformity was gained. This "notching," or fish-tailing of the arm of the distant signal, to distinguish

it from the arm of the main signal, was first introduced by Mr. W. J. Williams, the Superintendent of the Brighton Line. It was simple, inexpensive, and effective.

In compiling this Rule Book it required no little care to make the wording of the regulations sufficiently elastic on the one side as to include the general practice of the company; and, on the other, to avoid further divergencies growing up.

The three colours—red, green, and white as signals—are enumerated.

Fixed signals are divided into home signals, starting signals, and distant signals.

The starting signals being a growth on the old station signals, following unavoidably on the adoption of the block system.

The whole of the rules indicate the importance of the "block" system as a factor in railway working, and the wording shews the sharp line drawn as to "where the block system is in force" and "at places where the block

system is not in operation ;" many of the rules being separable into two portions to provide for the difference in system.

Practically the old "time system" remained in force where the "block" system had not extended.

1876.—The report of the Sub-Committee was approved by the General Managers in March, 1876, and the book was recommended to all **New Standard Rule Book adopted 1st July, 1876.** Railway Companies for adoption as from the 1st July, 1876, in lieu of the respective codes of rules in force, and that they be substituted for the "Rules for Working over Foreign Lines, dated 12th June, 1867." The London and North-Western adopted the new Rule Book in its entirety, introducing, in separate and distinct type, some few additions, which the Manager considered of importance.

So soon as the General Managers had agreed to the issue of the Rule Book, it became incumbent on the Superintendents to bring up, not only their own, but all joint rule books, into line with the new standard ; and this, in 1875-6, led to many meetings with the officers of the West London Extension, the Great Western, the Lancashire and Yorkshire, some being more advanced than others with block telegraph, and requiring special wording in consequence.

To celebrate the completion of the Model Rule Book the members of the Committee were invited by Mr. Needham, the Chairman, to make a special trip from Settle to Carlisle, on the Midland Line then about to be opened. A Pulman car train was provided, with luncheon, and we had the pleasure of viewing the striking scenery of the new route. Ingleborough and Penyghent were pointed out to us, and we saw more of Blea Moor and Dent Head than was intended through some want of preparation for our train. The scenery here was stern and wild, but further north, when Appleby was passed, and the Valley of the Eden was reached, an unexpected panorama of lovely English scenery was traversed, and the Committee much enjoyed the trip across the entirely new ground.

The members present were:—Needham, Neele, Cockshott, Bradley, Maddock, Blackmore, Robertson (Great Eastern Railway), Vincent Hill, H. Ward, and Lewis Wood (Railway Clearing House).

On the 1st May, 1876, the Midland **opened the Settle and Carlisle Line** for general traffic, and a thorough system of through trains between

Opening of Settle and Carlisle Line. St. Pancras and Edinburgh and Glasgow, and between Bristol, Birmingham, Liverpool, and Manchester to Edinburgh and Glasgow came into operation. Half-an-hour was allowed at Normanton for dinner. Sleeping saloons and Pulman cars commenced to run through, and another new competitor with a *Nunquam Dormio* reputation had henceforward to be reckoned with by ourselves and the Caledonian Company.

The opening led to announcements that on and after 1st May the fares between England and Scotland by the West Coast route would be considerably reduced. They had been kept up through the high scale of charges authorised on the Lancaster and Carlisle section, while on the line obtained by the Midland through the rough country from Settle to the North no such difference in charge had been authorised.

Third class traffic had further facilities: our 10.0 a.m. express from London was announced to convey 1st, 2nd, and 3rd class, and to be extended to Paisley and Greenock; while Stirling, Perth, and Dundee

Third Class were served by a train at 11.0 a.m. out of Euston. In the
Passengers for autumn the Limited Mail out of London was also advertised
Scotland as conveying 1st, 2nd, and 3rd class to Scotland.
conveyed by

Day Express This year the Midland pressed forward in other directions.
and

Limited Mail. They negotiated for the lease of the North and South-Western Junction (Kew, Acton, and Hammersmith) to themselves, but this was afterwards changed to a lease by the three companies—the North-Western, the North London, and the Midland—the London and South-Western Company contenting themselves with their running powers.

The traffic to and from Ireland continued to have close attention, and on 1st July a new service was established between London and Dublin; an express train leaving Euston at 9.0 a.m. arrived at Holyhead at 4.45 p.m.;

Day Expresses an express steamer in connection left at 5.15, and was due at the
from London North-Western Quay, North Wall, Dublin, at 10 p.m. Irish
and time. In the opposite direction, the service was afforded by
North Wall, express steamer leaving North Wall at 9.30 a.m., with a fast
Dublin, train from Holyhead at 3.0 p.m., due to arrive in London at
1st July, 1876.

10.40. The important announcement is made that live stock are not conveyed by these steamers, and so, though the City of Dublin captains continued to speak of the North-Western Company's "pig boats," this new express service, which was most carefully nursed by Captain Dent, was free from the taint of cattle traffic.

The steamers appointed for this new service were the "Rose" and the "Shamrock," paddle steamers of a very high class.

A novel announcement found its way into the time tables for the month of March affecting the Irish Mail. It was the commencement in this country of the now familiar luncheon basket. The public are

Luncheon informed that luncheon baskets are obtainable at Chester by
Baskets by the passengers travelling by the Irish Mail, up and down. They
Irish Mail at appear to have been of two sorts—the aristocratic and the
Chester.

democratic—the charges being:—

For pint of claret or half-pint sherry...	...	} 5/-
Chicken, ham, or tongue	...	
Butter, cheese, bread, condiments ...	...	

Cold meat or pie	...	...	...	...	} 2/6
Bread and cheese	...	...	...	...	
Pint bottle ale or stout	...	...	...	...	

This facility appears to have been confined for some time to the Irish Mail passengers at Chester; it is not till January, 1878, that a similar announcement is made that luncheon baskets are obtainable at Perth for Scotch express passengers.

On 1st August, 1876, the line from Greenore to Newry was opened for traffic, and a through communication established across the town of Newry, *via* Goraghowood, to Belfast and Armagh.

In Dublin, also, the line of railway connecting the Great Southern and Western and the Great Northern of Ireland, with the passenger station at North Wall, was approaching completion, and frequent conferences had to be held to arrange a suitable service to and from the night steamers.

The novelty of pictorial posters came into vogue this year. Mr. Sutton Sharp, acting with Messrs. Grant & Co., submitted copies of the design in preparation for a rival line, and though the plan has grown to extraordinary dimensions since that day, and remarkable displays of artistic productions are to be seen on all hands, our directors at that time were not disposed to embark on pictorial rivalry, but contented themselves with a modest cartoon of the North Wales coast from Rhyl to Snowdon.

Pictorial Posters.

Among the royal and distinguished visitors of the year were Prince John of Glucksburg, who visited Balmoral; Sir Salar Jung (who went over Crewe Works), the guest of the Duke of Sutherland; the Duke of Connaught; and the Princess Louise, who with Lord Lorne visited Northampton.

A very considerable facility was afforded for working the traffic by the completion of the quadrupling of the line between Stafford and Crewe.

Quadrupled Line between Stafford and Crewe.

The detentions of trains and traffic at the former place had become serious, and the improvement in working was very manifest. Unfortunately one result was to press on to Crewe the vast stream of trains, and at busy times that station suffered from a glut of traffic almost beyond the talent of the best inspectors to overcome.

Passengers who took notice of the work going on at Crewe during 1900 and 1901 would see in what a bold and thorough manner the Managers Engineers, and Directors have dealt with the difficulty.

The principal addition made to the North-Western mileage this year, was the absorption of the Anglesey Central Line, in July. The line

New Lines and Stations.

extends from Gaerwen Junction, through Llangefni, to Amlwch. It was a single line of way, with very small accommodation for crossing places.

The new stations opened were:—Witton, near Birmingham, close to the site of the Royal Agricultural Show Ground; Winson Green, on the

Stour Valley; Great Bridgeford, a station between Stafford and Norton Bridge, on the newly-widened lines. This was a restoration of an historical station, for Bridgeford will be found marked as an intermediate station on the old Grand Junction maps.

Among the changes in railway officers, Mr. Lane retires from the Monmouthshire Railway, Mr. Boucher succeeding him; Mr. C. Duffield was

Railway Officers: appointed to represent the Stafford and Uttoxeter Railway.
Changes in 1876. In the list of those attending the Superintendents meetings, we find:—Mr. Corns (for Mr. Bradley); Mr. Drury (for Mr. Robertson), Great Eastern; Mr. Lucas (for Mr. Williams), London, Brighton, and South Coast; Messrs. Potts (who had for some years been on my staff), and McIlvenna, for Caledonian Railway and North British Railway respectively; Mr. Grundy represents both the Mid-Wales and the Central Wales and Carmarthen Junction; and at a Conference as to Insurance Charges, in October, among the Goods Managers the following representatives appear:—Cooper (for Mathieson), Glasgow and South-Western; McDougall, North British; Ross (for Walker), Great North of Scotland; Lambert (for Grant), Great Western Railway; Gardner (for Birt), Great Eastern.

Mr. Mortimer Harris (London, Chatham, and Dover), was elected Chairman of Superintendents Conference for the year 1877 (his death is recorded as these pages pass through the press in 1903).

Among the North-Western officers in the Goods Department:—

Mr. W. Keen succeeds Mr. Guest at Northampton.

Mr. W. Jones succeeds Mr. J. Thurston, Wolverhampton.

Mr. Guest is removed to Chester, *vice* Mr. J. F. Mason, who is entrusted with a new district at Leeds, called the Yorkshire and North Eastern District.

My outdoor staff had an addition in Mr. Lane, son of the Manager of the Monmouthshire Railway; and also in Mr. Adolphus Graves, who after a

Office Staff includes few years service became Manager of one of the Indian lines.
Rev. G. W. Pope, The indoor staff at this time included among its members,
Mr. Jerome K. Jerome. Mr. G. W. Pope, who has since entered the ministry, and has for many years been elected to serve as representative of his district on the Metropolitan Asylum Board; also the better known, Mr. Jerome K. Jerome. The following note will give some pleasant idea as to his own views of his railway career.

[COPY.]

SAVAGE CLUB,

SAVOY, W.C.,

24th September, 1889.

DEAR MR. NEELE—

Finding myself writing to you on a matter of business—about an unfortunate Gladstone Bag full of luggage that your people seem to have lost for me—I am tempted to write a few private lines, that I have often thought of writing, but wanted some excuse, as without one it seemed making a business of it, to thank you for your kindness

to me in the past. I sadly fear you must have been disappointed with me, and thought me an ungrateful youngster after the trouble you had taken, but I was never fitted for business, and the more I tried, the more unsuccessful I became.

Having seemingly found now what Carlyle says is the great object of every man to find—the work he is meant for—I am sure you will be glad to know I am settling into my groove very comfortably, and so far as worldly condition is concerned, I suppose I ought to consider myself, for my age, lucky enough.

I never come to Euston Station—which in the way of travel I do pretty frequently—without pleasant thoughts of the time when it fed and clothed me.

Trusting sincerely that all goes well with you and yours in all things,

I remain,

Very truly yours,

JEROME K. JEROME.

Mr. Newman still continued to organize **the block telegraph** on extending portions of the line, ably seconded by Mr. G. Edwards as to signals. The latter gentleman had the gift of quickly grasping the requirements of any station work, and the simplification of the roads on plans submitted to him, became a second nature. Mr. Dick, of Crewe, came on the scene this year with reference also to these plans, and in subsequent years the signal construction for the line was placed in his hands, under the chief superintendence of Mr. Webb, of Crewe. Mr. Dick had a singular history; he had actually tramped to Crewe in search of employment, and his excellent work at the night schools at Crewe, had attracted Mr. Webb's attention. He was a very clever mechanic, and the system of "slotting" signals so that two men in separate signal boxes could mutually work the same signal, or the distant signal of one box could be controlled by another main signal, was largely brought into use in his re-arrangement of signals along the line. He supervised the laying out of Queen's Park, presented by the Directors of the Company to the inhabitants of Crewe, and after his death, which occurred June 2, 1888, a shelter was erected in the park to his memory.

The system of wire locking which had been partially adopted to control points lying at a distance from the signal boxes, received a rude check, and inter-locking altogether was once more questioned at headquarters, through a serious accident that happened at Wolverton, on 14th November, when the 5.30 from Liverpool, travelling at speed, came into collision with a coal train, supposed to be standing safely in a siding adjoining the up main line. There were a set of points leading out of this siding, 419 yards from the signal box, worked by wire. A previous coal train had been passed through these points, and though the signalman imagined, from the fact of his lever working properly, that the points had gone safely back, such was not the case; they had stuck, leaving the siding—into which a second coal train was turned by the signalman, through points at the station—free for any train to pass on to the main line. There were no ground discs or signals to the siding. The

**Crewe Signal
Department.**

Mr. G. Edwards.

Mr. C. Dick.

Wire Locking.

Accident at

Wolverton,

**14th November,
1876.**

driver of this second coal train imagined he was secure on the siding, but he had passed out on to the main line with a small part of his train, and was standing there, when the express rushed into the obstruction. Fortunately the front portion of the express consisted of carriage trucks, loaded with meat and market traffic from Ireland. The crushing up of these vehicles took off the effect from the rest of the train, which escaped injury.

The accident led to numerous inspections, and a revolution in the mode of working such sidings, long rods being adopted in some cases, and in others small ground frames (with signals) to be worked by breaksmen, in accordance with an uniform code adopted for their guidance, and included in the Appendix.

1877.—The Easter Monday review, which in 1876, under the direction of Prince Edward of Saxe-Wiemar and Lord Ranelagh, had been held at Tring, was in 1877 held near Dunstable—Stanbridgeford being the station appointed for the forces to detrain and entrain. Numerous interviews had to be held with General Stephenson and other authorities, to settle details. There being no siding accommodation at the place, the only available plan was to work the line as a single line for traffic, and to rank the volunteer trains one after the other on the one line; the vehicles extending nearly the entire length of two-and-a-half miles, from Dunstable to Stanbridgeford. General Vaughan entered fully into the scheme of working, and all passed off satisfactorily; the District Inspectors, with Jupp, Allen, Marshall, and Mr. Mumford, taking their share of a very busy day's work.

In June, "Milford and Brocton" was opened as a new station, near Stafford, and the list of double names for stations was enlarged by the adoption of "Lowton and Preston Junction," and of "Clifton and Lowther," and "Wortley and Farnley," in lieu of their former simple names.

In July, I had to meet Captain Tyler, with Mr. Henshaw and Mr. Gardiner (Engineer), relative to the Brecon and Merthyr Junction, at Morlais, near Dowlais, the route by which our trains were to run over the Brecon line to Merthyr Tydvil. This was the last occasion of his official inspections, as he had already read his paper on Continuous Brakes before the Society of Arts, and had thrown in his fortune with the Westinghouse enterprise.

In August, the Whitehaven, Cleator, and Egremont Line was added to the London and North-Western Whitehaven District.

In September, the Carnarvon and Afonwen trains were appointed to call at Dinas Junction, for traffic to and from the North Wales Narrow Gauge Railways, recently opened to Quellyn, *en route* for Snowdon.

A **fixed hourly service** of fast even hour trains was adopted in October, between Liverpool and Manchester, commencing at 9.0 a.m., and terminating

**Fixed Hourly
Train Service,
Liverpool and
Manchester.**

at 8.0 p.m. in each direction, in competition with the Cheshire Lines, who had intimated their intention to give such a service between Liverpool and Manchester, with one intermediate stoppage at Warrington.

After numerous meetings, the **North Wall Extension Line** was opened on 1st October, 1877. The line starts from the London and North-Western station, adjoining the quay at North Wall, and running round by Glasnevin, skirts the Royal Canal to the north of Dublin, then tunnelling under Phoenix Park, joins the Great Southern and Western Line, near Inchicore. By this means, passengers were conveyed to and from Kingsbridge and North Wall, without change of carriage. On 1st January, 1878, the other connections from North Wall for Amiens Street on the one hand, and for Broadstone, by Liffey Junction on the other, were also brought into use.

**North Wall
Extension Line,
opened
1st October, 1877.**

**A Special
run, with
disappointing
result.**

On one of the journeys from Dublin, our Director, Lord Richard Grosvenor, then also acting as Parliamentary Whip for the Liberal Government, had crossed over by the "Rose," and as he was anxious to be present in Parliament at an important division, it was arranged that we should run Special by Mr. Webb's coupé and engine, to catch a train at Crewe. The needful wire announcing our coming was sent, and the speed made was very great. Unfortunately a detention of three or four minutes arose, through some wagons being off the road at Tattenhall Junction, but getting past the blockade, our engine sprang along splendidly, and on pulling up at the North end of Crewe, we were met by Mr. Humphreys, the Station Master, who with smiles in his face, told us "we were in time," it was all right! Turning to the other end of the platform, what was our dismay to observe the train we were to join, going away for the south without us! Humphreys was chap-fallen. His foreman had felt sure from the telegram as to the train running that we could not catch the express, and had started it in the absence of the Station Master. Lord Richard was righteously annoyed, but shortly after became reconciled to the position, joined the succeeding train we had vainly endeavoured to anticipate, and reaching London by it, managed to attend the parliamentary division.

In July, an accident occurred to an Up Liverpool train running between Crewe and Basford Wood, of a class which fortunately is very exceptional.

**Accident,
Basford Wood,
from shifting
load on
opposite Line.**

Some channel bars of iron on a down goods train running at speed down the Madeley incline, had gradually shifted in transit, and projecting considerably beyond the proper width, came in violent contact with the passenger coaches of the up train, dashed into the compartments, struck off one female passenger's head, and seriously injured a male passenger in the next compartment, who described his horror at the appearance of a

decapitated head in his compartment—a sufficiently unnerving cause—and as an additional factor in his claim for compensation stated that he was “always seeing ghosts.”

This class of accident is one fortunately of rare occurrence, but difficult always to guard against. In this case the projecting channel irons had quite safely met the Irish Mail but a few minutes previously. I must confess to some diffidence afterwards in riding on the guards’ seats of the vans, on the side exposed to such occurrences.

In October of this year a fatal accident occurred on the line between Northampton and Wellingboro’; one line was being worked as a single line of rail; two trains, a ballast train and a Midland passenger train met, three passengers were killed, and twenty injured. The accident arose through the gross neglect of the inspector to make proper arrangements for single line working, and of the signalman at Castle Ashby to see that the man appointed as pilotman was on the engine. There was no excuse for the inspector; there had long been in use regular printed forms for emergency single line working, supplied to all the Boxes on the line, instead of as heretofore a “memorandum in writing” for the information of the men affected.

The changes among the Superintendents at the Clearing House for 1877, were the following :—

In March, Mr. John Broughton is recorded as the appointed representative of the Wrexham, Mold, and Connah’s Quay Railway, but in October, **Superintendents’ Conference.** Mr. T. Cartwright succeeds him; in June, Mr. J. Crabtree follows Mr. R. J. Watt, as representing the Colne Valley and **Changes in 1877.** Halstead; and in October, Mr. C. L. Templeton appears, *vice* Mr. J. L. Hitch, for North London; and Mr. H. St. G. Caulfield, *vice* Mr. G. Howell, for the Neath and Brecon.

Mr. Verrinder, of the London and South Western Railway, was appointed Chairman for the year 1878.

The changes among the officers of the London and North-Western Railway, during 1877, include :—Mr. B. A. Bedford appointed to the Whitehaven and West Cumberland district; Mr. J. Lodge succeeding him at Swansea.

Changes in Officers, L. & N. W., 1877. Mr. R. D. Sharpe appointed to take charge of a new district, called the Cheshire district, embracing Stafford, Crewe, Sandbach, Winsford, &c.

Mr. J. C. Haines, late Manager of the Belfast and County Down Railway, becomes the representative of the London and North-Western in Belfast, *vice* Mr. Colhoun, who shortly after succeeded Mr. Ilbery as Manager of the Great Southern and Western of Ireland.

Mr. David Stevenson was removed from the Rugby District of the Goods Department, and came up to Euston to take charge of the Parcel Delivery and

Mr. David Stevenson. Goods Delivery arrangements throughout the Metropolis, a system which, under his hands, developed, so far as the light parcel traffic was concerned, into a thorough organization of collecting and delivery vehicles belonging to the Company, in substitution for the lumbering vans which Horne and Chaplin had been contented to supply.

1878.—From time to time, new offices were added to the old list, but Mr. Stevenson's model idea was to have "universal offices," to which the public might bring parcels for any destination, rather than establish receiving offices for the North-Western traffic only. The Time Books for January, 1878, contained the following notification:—"The business of Messrs. Chaplin and Horne, as Goods and Parcel Agents for the London and North-Western Railway Company, has been transferred to the Company, and Mr. David Stevenson has been appointed Superintendent, to conduct the agency, with the assistance and co-operation for a time of the members of the late firm. His office will be at the 'Swan-with-Two-Necks,' Gresham Street, E.C. Messrs. Pickford and Co. will continue to act as Goods Agents for the Company, and arrangements have been made to open all their receiving offices for passenger parcel traffic."

In the August following, the issue of tickets to passengers at these town offices commenced: "The Swan," Albert Gate; "Golden Cross," Charing Cross; "Spread Eagle," Regent Circus; being announced for the issue of tourist tickets, and in October it was arranged that at all the London offices, ordinary passenger tickets should be obtainable.

I take credit to myself for adapting the model parcel cart, sent up from Wolverton for inspection, to the service of advertising—the four framed space for a poster, being the result of our first criticism.

Parcel Carts as Advertising Agents. The parcel cart traversing the city streets, is an excellent medium for public announcements, and it will be observed how generally the other lines followed our lead in this respect.

Mr. F. Simpson succeeded Mr. D. Stevenson in the Rugby district.

In 1878, on the 1st January, the Empress of Austria paid the first of her visits to this country, in connection with the enjoyment of her passion for hunting. She, on her early visit to Northamptonshire, was accompanied by her sister, the ex-Queen of Naples, and those who saw these two ladies walking along the platform to their train, could not fail to be struck with the majestic grace of the two; they looked like goddesses; it is sad to think of the fate attending their lives.

Visit to England of Empress of Austria. The "Intendent" of the household who came over, was Herr Linger, and as he thoroughly understood English, there was no difficulty in carrying out any of the wishes of the Empress, who always travelled in this country as the Countess Hohenembs, and was accompanied by one or other of the family of Austrian nobility, named Festetics.

The Empress was peculiar in some matters. On one occasion, when we were at Dover waiting her arrival from the Lord Warden Hotel, Mr. Mortimer Harris had arranged a very beautifully scented bouquet, to grace the table in her saloon. When Herr Linger came to the train to see that all was in readiness, he made strong remonstrance, and requested the scented flowers and all trace of scent to be removed—Her Majesty detested it—and, he added in a joking manner, if it were the smell of the stable, it would be far more acceptable.

The Empress made several visits to this country, and more than once crossed to Ireland with her numerous stud of horses. All these journeys were arranged by Herr Linger, with Mr Mortimer Harris for the Chatham Company, and Mr. Findlay for the North Western, and although the trips were made *semi-incognito*, we generally had the pleasure of seeing Count Karolye at Dover. The flowers and scent were not again *en evidence*, at the hands of the Chatham Railway authorities—but the noble presence of the Empress and her winning greeting of the officers in attendance, are memories that recur when her name is mentioned.

On one of these trips to Ireland—she visited it both in 1879 and in 1880—luncheon had been taken at Dover, as usual, shortly after arrival; tea had also been served in the saloon at Crewe, but on the train stopping to take water at Prestatyn, I was instructed to wait awhile as the Countess desired to have some beer!—which was accordingly brought from a little public-house adjacent to the station. Beer! it was rather a startling idea for an Empress to an Englishman's mind, but I have since seen it stated that Pilsener beer is the usual drink of Emperor Franz Joseph himself, and in this respect the custom may be an imperial one.

Village Inn at
Prestatyn.
—
Imperial
Patronage.

Captain Dent took charge of the Countess on arrival at Holyhead, and she slept on board the North Western steamer leaving for Dublin early in the morning.

Captain Middleton—called for some reason Bay Middleton—was Her Majesty's pilot in the hunting field, from her first visit to County Meath. She is said to have been a splendid rider, and her "lepping" noted for grace of attitude. "She had almost a mesmeric influence over her favourite animals, and on the field and riding school was considered absolutely matchless with regard to seat, grace, and ability."

It was during the second of her visits to Ireland, that the following incident at Maynooth occurred. The fox she was pursuing sprang over the college wall, and rushed across the exercise ground. The young priest-students were astonished to see the wall immediately afterwards cleared by a lovely woman, with amazing skill, on a magnificent hunter, flaked with mud and foam. The Empress had followed the fox through thick and thin, and through a great deal of water; she was dripping

Unexpected
Visit to
Maynooth.

wet. The principal, Dr. Walsh, could find no suitable garment for her—feminine attire was not kept at Maynooth—she had to accept his own cloak, which she retained in memory of her unexpected visit.

On the occasion of one of the return journeys from Holyhead, I arranged in order to give the Empress the opportunity of enjoying one of the prettiest views in North Wales, to stop the train near Llanfair, shortly before reaching the Britannia Tubular Bridge, at a well-known point from whence the charming scene of the Menai Straits, the Telford Bridge, and the Snowdon range of mountains, were all obtainable, and with which she was much pleased; but before reaching the appointed spot the train had been unexpectedly brought to a stand through the electric communication ringing in the vans, indicating that something was wrong. The train was stopped in accordance with rule, but no one made any signs of help being required; the compartment from which the signal had been given was easily discovered, and we found that in total ignorance of the English notice that the handle was only to be pulled in case of emergency, one of the Austrian footmen had hung up his great coat on this convenient peg, and innocently caused the signal of danger to be given. Herr Linger, in somewhat forcible language, put the poor fellow right.

On her journey homeward, on 24th March, 1879, the Empress was met at Rugby by Lady Spencer, and at Kensington by H.R.H. the Prince of Wales.

In 1881 and 1882 the Empress visited England and travelled to Wrenbury for Combermere Abbey. On the return journey in 1881 (March 28th), instead of going direct to Dover, the train was taken into Victoria (Pimlico), and remained an hour, while the Empress paid a flying visit to the Queen at Buckingham Palace.

**Visits of
Empress to
Queen Victoria
in London and
at Windsor.**

I had a difficulty while waiting here, with Baron Nopsca, one of the Empress's courtiers, who tried to speak English. "Ow iz-ze-zee," said he. I tried for a repetition, "Ow iz-ze-zee." At last the sound caught on, and I gleaned that he fancied we were near the coast, and the time was approaching for voyaging! "How is the sea," was therefore an important point for his coming comfort or discomfort. I do not think he asked on the Empress's behalf. She seemed quite happy on the bridge of the "Maid of Kent."

In 1882 (February 4th), on her journey from Dover to Wrenbury, the train experienced a thick London fog passing from Clapham Junction to Willesden, but afterwards a bright clear afternoon. On her return, 6th March, from Wrenbury, a special journey was made from Kensington to Windsor, for another interview with our Queen. This was the last occasion on which the Austrian Empress travelled over the London and North-Western Line, and I treasure the likeness which she kindly had sent to me by Herr Linger.

1878.—Returning to the events of the year 1878, the Prince of Wales left Euston for Hamilton on 12th January, and by the same train, although un-

Prince of Wales' Visit to Hamilton, January, 1878. notified to the authorities, the Prince Imperial was a traveller, personally unknown to us. This youth was walking up and down the platform apparently unattended, when some French "ugly looking Parisians" commenced hissing; they were speedily requested to move off. When the Prince of Wales arrived, he asked for Prince Louis, and I had the duty of escorting him to the Prince's Saloon. Next night the Crown Prince of Austria followed the Prince of Wales to Scotland.

We had numerous journeys of Royal passengers this year. The Prince of Wales went to Liverpool in March, and to Northampton in April; the Princess to Brampton in the month of February. In November, Lord Lorne having been appointed Governor General of Canada, his journey to Liverpool with H.R.H. Princess Louise by night train had to be specially arranged, in connection with their embarkation on board the "Sarmatian" for Halifax. The Duke of Connaught and Prince Leopold who had accompanied them returned from Liverpool to London next day.

A somewhat unusual trip was also organised in July of this year, *viz.*, the visit in state of the Lord Mayor of London to Blackpool—an attempt to popularise in the Metropolis that very energetic seaside resort, beloved of all the operatives of the teeming towns of Lancashire.

Lord Mayor's Visit to Blackpool.

It was not a little singular that this year, which saw the transfer of Chaplin and Horne's business to the Company, should also see the decease of two of those who had been foremost in dealing with the system under which the traffic had previously been carried on.

Deaths of Mr. John Dawson. Mr. John Dawson had for 37 years held the position of manager to the firm, and had had charge of all their branch offices from their early coaching days, when at "Golden Cross," Charing Cross, they had their head-quarters. His office latterly had been at the Lodge at the entrance to Euston Station, opposite to the West Wing of the Hotel, then called "the Victoria," and there the books for the firm were regularly dealt with. Mr. S. W. Brooks was the officer who, on behalf of the Company, had charge of the whole of the London Parcel traffic; in earlier years he had been quite a power along the line, when through way bills and through parcel rates were in their infancy, and he had been intimately concerned in establishing and organizing that which is now a thoroughly understood system. Mr. Brooks died 23rd September.

Deaths of Mr. John Dawson.
Mr. S. W. Brooks.
Mr. Wm. Baker.

On December 20th, the North-Western Company lost their well-known engineer, Mr. William Baker; he died at the early age of 62; the viaduct, at Stockport; the splendid bridge at Runcorn over the Mersey; and that of the West London Extension Railway over the Thames at Battersea, are among his most noted works.

The Tenbury and Bewdley Line, owned by the Great Western Company, but over which some running rights were granted to the North-Western, was opened on the 1st June, and considerable discussion ensued as to the train service to be afforded us. As no agreement could be arrived at, the question was left to arbitration, with the singular result that one train in one direction, and two in the other, were conceded; probably the most one-sided and unpractical decision ever given by an experienced railway arbitrator.

In March we had a couple of days inspecting the line constructing jointly between the Great Northern and the North-Western, filling up the country north of Market Harborough to Melton Mowbray, and thence to Nottingham on the one side, and to Newark on the other. The proposed sites for stations were inspected, slippery cuttings climbed, and splendid views over the undulating slopes of "the shires" obtained, including a most extensive one across the whole vale of Belvoir. There were, during the construction of the line, some serious slips, owing to embankments which refused to become stationary, and spread themselves out in a most uninvited manner into adjacent fields, to such an extent as to postpone the opening of the line for many months. It was not until July, 1879, that any of the stations were open for Goods traffic, nor until 1st January, 1880, that the line was in use for passenger trains.

There was a singularity in the working of this joint line,—it was assumed to be divided at Melton Mowbray; the Great Northern system of signals and telegraph and block regulations, applying to the north of that station, while those of the other partner were applicable to the station itself and south thereof.

Through the courtesy of Mr. J. S. Forbes, I was a passenger on the trial trip of the double steamer, "Calais Douvres," on 9th May, 1878, from Dover to Calais and back. The steamer was built by Mr. Leslie, of Hebburn-on-Tyne, as an improvement upon the unfortunate "Castalia," and at the luncheon at Calais he expressed himself as perfectly satisfied with the performances of the "Calais Douvres." Certainly its equipment and the comforts for passenger accommodation were everything that could be desired, but though driven apparently at its best speed, and requiring water to be constantly poured on to prevent the bearings heating, we occupied one hour and 39 minutes from pier-head to pier-head; scarcely any improvement on this trial trip on the average passages of the other steamers on the service.

Having inspected the works in hand for the improvement of the Port of Calais, the party re-embarked, and then the discovery was made that the supply of coal on board was insufficient for the return trip. An hour and a half was occupied in getting stock on board, and at 7 p.m. we

commenced our return voyage. Unfortunately we had not proceeded far when the steam steering gear became disarranged, and another hour was occupied in putting this to rights while we drifted. However, by 10.30 we reached Dover, and arrived in London shortly before midnight. All the officers of the Chatham Company were with us, including Captain Godbold, the Continental Superintendent; Mr. Mortimer Harris; Mr. Morgan, the Secretary; Mr. Kirtley and Mr. Mills; Mr. Chapman, the Goods Manager; Captain Morgan, Marine Superintendent; Mr. B. Smyth and Mr. Vincent Hill, District Superintendents of the Line.

There had been, on several occasions, a failure to obtain convictions under the Bye-Laws, owing to county court barristers and judges having spoken strongly against their validity, and these cases had become so well known that the solicitors of the Companies hesitated to take action under them. It was decided that the intervention of the Board of Trade should be sought. Mr. Roberts, our solicitor; Mr. Brewer, of the Brighton; with Mr. J. P. Knight and myself met Mr. Calcraft on the subject. We had his sympathy in our difficulties, but the draft Bye-Laws subsequently submitted scarcely came up to my expectations.

General Vaughan resigned his position as District Superintendent of the Southern Division, and Mr. Eddy, from Chester, was selected to succeed him. Mr. J. Entwistle, who had acted as assistant, both under Mr. Bruyeres and General Vaughan, was appointed to take charge of the Shrewsbury District, Mr. Ephraim Wood being chosen to fill the vacancy at Chester.

**General
Vaughan
resigns.
Mr. Eddy
succeeds.**

Mr. Mawby was appointed to take duty as assistant to Mr. Massingberd, at Holyhead, and very shortly the latter gentleman retired from the service.

On 1st July the Denbigh, Corwen, and Ruthin Line—a single line of way—was taken over by the North-Western Company, and another junction with the Great Western Railway (Corwen) was effected. The line fell into the district under Mr. Wood's management. In the South Wales section the line from Blaenavon was extended to Abersychan. New stations were opened at Padbury (Bucks), and at Bamfurlong, near Wigan. Bury Lane, a noted old station on the Liverpool and Manchester Line, was re-christened "Glazebury."

In June, after some difficulty, it was decided to extend the trains of the Joint Manchester and South Junction system from Oxford Road to London Road Station, Manchester, and a separate platform and station, adjacent to the terminus, was constructed to accommodate them.

In November the running of a **midnight train** from Euston for Birmingham, Liverpool, and Manchester, with sleeping saloons attached,

**Running of
Midnight Train
from Euston
Commenced
November, 1878.**

was commenced. The goods people complained much about its running, as they considered the transit of the night goods trains would be interfered with, but a little judicious scheming and modification of the working diagram overcame all difficulties, and the midnight trains out of London are now a travelling necessity.

At the Clearing House Meetings Mr. J. G. Harris was appointed to succeed Mr. Cockburn, who had resigned from the South-Eastern Railway.

**Clearing House
Superintendents
Conferences.
1878.**

Mr. Cockburn took some interest in the Granville Hotel at Ramsgate, and the Superintendents paid him the compliment of holding their spring meeting at that place. Mr. Vincent Hill appears representing Mr. Mortimer Harris, of the London, Chatham, and Dover; and Mr. Conacher attends with Mr. Cattle for the Cambrian.

Commander Pitman interviewed the Superintendents at their April meeting, and the issue of through tickets to any point in the kingdom for paid-off seamen at the Port of London, on production of vouchers from the Board of Trade, was agreed to, their pay being sent by Postal Order to their homes, thus avoiding the risk of robbery and wrong by land sharks to the seamen returning with their "pockets full of money" home from voyages.

The notice to be found on all railway tickets at the present time as to non-liability was submitted at the July meeting by Mr. Tyrrell and myself on behalf of our respective Companies, stating that we were adopting it, under legal advice, on all our tickets, and urging its general use.

At the October meeting, at which Mr. Maddock, of the Lancashire and Yorkshire, was elected Chairman for 1879, a resolution was passed which

**Appendix to
Working Book
adopted.**

led to the universal adoption of "Appendices" to the Working Book for certain sections. It was to the effect that when trains of one Company run for short distances (worked under block telegraph regulations) over the lines of other Companies, it is unnecessary to supply the servants of the running Company with the working time tables of the Company owning the line, it being considered sufficient that such servants be supplied with any special instructions affecting the working of that part of the line over which the trains pass.

These special instructions, both to our own men and to those of foreign lines, developed into the system of "Weekly Notices" issued

**Weekly Notices
as to
Line Repair
and Relaying.**

from headquarters, giving the entire list (as received from the permanent way signalling and engineering departments), of the slackenings to be observed through permanent way operations or mining subsidence, and of the working of single line where, through re-laying or repairs, the usual running was affected; the position of the works, and mileage distances being shewn for drivers' guidance. These had to be sent out week by week, by a fixed date, to all the Companies affected, so that they, in their turn, might incorporate the information for the guidance of their own men.

1879.—The question of the block regulations came again under careful discussion early in 1879. Accidents still continued to arise outside stations—busy stations at which it was not considered possible to adopt the absolute block—and while in the open line the block well controlled separate train running, yet at station yards trains would accumulate, and signalmen required some reminder of their trains. Mr. Fletcher, formerly at Holyhead, had become the Electric Telegraph Superintendent of the Northern Division, under Mr. Newman, and Mr. Tunbridge had the Southern Division of the line. In order to facilitate the station yard working, and to dispense with pegs or slates, Mr. Fletcher introduced a very clever arrangement of indicating numbers, working in connection with the handle of the telegraph block instrument, by which Numbers 1, 2, 3, and up to 6, could be given, and by this form of instrument—it was called the “tell tale”—the signalmen were clearly enabled to check the various entry of trains, and to record their departure one by one. The whole of the stations were placed under the control of these new instruments, which were ultimately applied to loop lines for goods trains, as well as to passenger loop lines.

**Tell-tale
Telegraph
Instruments
introduced.**

In March, Mr. John Grant, Assistant Manager of the Great Western Railway, died. He had been the Chairman on their behalf for some years at the joint officers' conferences, and we had become quite accustomed to expect, on these occasions, field days of goods department differences between himself and our Mr. Kay. These differences were reverberated at the subsequent Directors' meetings, Mr. Grierson and Mr. Findlay being the respective gladiators for the two companies. Mr. Grant was succeeded by Mr. Lambert, and a calmer *regime* was instituted. It was the irony of fate that resulted in Mr. Lambert, whose services the North-Western Chairman did not hesitate to part with, when acting under Mr. David Stevenson at Camden, becoming first General Goods Manager, and afterwards General Manager, of the Great Western Railway.

In February, through some questions between the Brighton Company and the South Eastern as to Croydon Station, the service of trains running between Willesden Junction and Croydon was entirely withdrawn, but on 1st June the running was reinstated, and the London and North-Western train ran into a new terminus called New Croydon.

**Croydon Train
Service.**

The 1st of June saw several changes in the train services; the line through the new Primrose Hill Tunnel being opened, four lines throughout existed for traffic between Willesden and Camden. New bay lines had been constructed at Willesden Junction (Low Level), and the North London Company's trains ran through at fixed hours between Willesden and Broad Street, calling not only at Kilburn, but at two additional stations brought

**Opening
of 4th Line
through
Primrose Hill
Tunnel.**

into use—Loudoun Road and Queen's Park—while Kilburn became a double-barrel station—"Kilburn and Maida Vale"—one jocular passenger puzzling the collecting porter by enquiring whether Kilburn tickets were now made available at the new station!

On the same day the train service between Watford and Euston was modified and improved, an hourly service being given for the first time, uniform times for starting being adopted at each end.

The Merthyr Extension Railway from Dowlais, *via* Morlais Junction, was opened on same date, and the Abergavenny Junction trains ran through to Merthyr as their terminus, the terminal station being the Great Western Company's, and the line belonging jointly to the North-Western and the Brecon and Merthyr Company, Mr. Henshaw, of that Company, and Mr. J. Bishop, being joint superintendents.

In the previous March a change had been made in the train service into Newport (Mon.), and it was intimated that the London and North-Western through trains heretofore running into Mill Street Station of the Monmouthshire Railway would cease, and the through carriages of the Company would be run instead to and from the High Street Station of the Great Western Company, *via* the Cardleon Line of the latter Company. The whole of the trains in the Shrewsbury and Hereford section were re-arranged, and the working over that portion became joint, instead of each of the owning Companies running trains in rivalry.

In July, Queen's Park Station received some actual Royal patronage to justify its name. Close to the site, the Royal Agricultural Society held its annual gathering in 1879. The record of their yearly assemblies has, on many occasions, been the reverse of "set fair." This time the "much rain" of the barometer was more than reached. The arrangements for the Queen's reception were thoroughly discussed and settled, but the weather was so continuously wet that the ground of the Show became a complete quagmire, and it was decided to postpone the opening of the Show. At last the Queen's visit was fixed for the 1st of July, but the torrents of rain that again fell caused Her Majesty to postpone her visit. Finally, on Saturday, the 5th, the Queen carried out her intention of visiting the place, and changing engines at Acton, the Royal train was brought by the North and South-Western Line to Willesden Upper Level and zigzagged through Willesden Lower Level to Queen's Park Station. The Duke of Sutherland, Lord Bridport, Lord Richard Grosvenor, and Mr. Cawkwell were all in attendance.

The roadways on the ground were in a sadly watery state; the

Queen's progress was made with difficulty, and, contrary to the well-known punctuality of Her Majesty, the return train was no less than twenty-two minutes late in starting on its homeward journey, by the same zig-zag route, to Windsor.

The difficulties that the North-Western officers had to contend with in carting the various exhibits were extreme, and Mr. D. Stevenson, with Mr. John Findlay as his lieutenant, distinguished themselves in grappling with the unexampled task which the wet weather and the tenacious London clay united in providing for them during the days on which the heavy machinery and other exhibits had to be dragged into position.

The weather also sadly interfered with the numbers of expected visitors; the pathways of the Show became streets of liquid mud; planks laid down partially met the difficulty, and so did the close-wattled hurdles which were brought in for the last two days and laid as tracks for the visitors, but "woe betide" the unfortunate man who met ladies on the narrow planking! He had to step into the adjacent mud and let the others pass.

Many of the new lines and extensions, which had been constructing under Mr. Baker's supervision, were being brought to completion this year.

**New Lines
Opened.**

Mr. Frank Stevenson, who had for many years been his highly-appreciated assistant, now became Engineer-in-Chief.

**Wansford and
Seaton.
Bettws-y-Coed
to Blaenau
Festiniog.**

The Wansford and Seaton Line, with intermediate stations at Nassington, King's Cliffe, and Wakerley and Barrowden, was opened for goods traffic in August, and for passenger traffic in October. It afforded a very direct line between Rugby and Peterboro', and has subsequently been utilised for

traffic to Harwich from the Midland Counties.

The line from Bettws-y-Coed to Blaenau Festiniog was inspected in June, and I had a new experience. For some reason, Captain Rich determined to test the width of the single line tunnel, by travelling through it on foot, having a carriage, with its doors open on both sides, propelled by an engine at a walking speed all through the tunnel. Our procession was a singular one; we had to step cautiously over the sleepers, with lanterns shewing us the way; the engineer's men having lanterns also, shewing the jagged edges of the tunnel, and marking any places which the Inspecting Officer was dissatisfied with.

**Tunnel
at Blaenau
Festiniog.**

The line from Bettws-y-Coed to Festiniog was originally intended to be constructed on the very narrow gauge, adopted by Mr. Spooner for his "toy railway," from Festiniog to Penrhyndeudraeth, but in order to avoid constructing engines and vehicles of differing gauge, the Directors decided on keeping to the 4 feet 8½ inches gauge throughout. The change entailed considerable outlay, as many of the curves, and cuttings, and viaducts, had to be re-arranged. The cost was especially excessive in the long tunnel, near the terminus at Festiniog. So much so, that the Directors called for a special

report upon the expenditure. The gentleman instructed to send in this, reported upon the rock which faced the engineers at the western end, and described its hard nature; further on as the work proceeded, a still harder structure of rock was experienced, and the drilling tools made very slow impression; yet further on, towards the centre of the excavation, a rock was experienced still harder in texture, upon which the diamond drills could make but the very faintest impression, and while progress was thus seriously retarded, expenses as seriously increased. The contractor long back had given up the work, and the Company's own Engineer, Mr. W. Smith, of Bangor, had the difficulty to contend with.

The line was opened for traffic in July, and a new route for tourists was established. As the terminus of the line at Blaenau Festiniog was but a short distance from that of Mr. Spooner's line—subsequently it was extended so as to be exactly opposite his station—a ready approach was afforded to the well-known views of Tan-y-bwlch and the coast at Portmadoc. A new means of inland communication to and from the slate quarries was given by the line to Llandudno Junction, but the slate traffic itself, which was a considerable factor in the calculations of the probable receipts from the line, was very slow in adopting the route by rail; the quay at Deganwy, was, in subsequent years, arranged to suit this particular traffic, but has not been phenomenally successful.

In June, Mr. Findlay, Mr. Michel (our Continental Superintendent), Mr. Bore, Mr. Webb, and I, were appointed to make a Continental trip, to report what could be learnt across the Channel, from our neighbours modes of working railways. We crossed by "The Breeze," from Dover to Calais, and at Lille were met by M. Mathias, who accompanied us over the railway company's works, and afterwards we went through the engineering establishment of the Fives-Lille Cie.

Visit to inspect
Continental
Lines,
June, 1879.

At Berlin we were met by M. Messing, M. Michel's correspondent, and with him called on Herr Büchteman, Mr. Findlay commencing a series of enquiries as to the mode of dealing with the working staff of the lines in cases of disability through accident, etc. At Potsdam, we went over the railway works. Next day, after calling at the Embassy in Berlin, our party inspected the works of the Anhalt Railway, returning to their new station in course of erection. Our visit to Berlin terminated in an interview with Mr. Pape, a Government railway official, who gave us further information as to their routine. Leaving Berlin, we travelled through the night, *via* Dresden and Saxon Switzerland, and had to be disturbed and roused from our slumbers for the purpose of identifying and passing our luggage at Tetschen, the Austrian frontier. Towards morning we passed by Znaim, a very prettily situated town; the harvest was being gathered in, and the flight of butterflies disturbed apparently by the passing of the train, presented a very singular scene, as we neared Vienna. At Vienna we met with Herr Linger, who

shewed us over the Palace, and accompanied us along the celebrated Ring Strasse, with its noble buildings in course of erection. Our drive through the Prater, and visits to St. Stephen's Cathedral, and the grand "Votive Church" (built as a thanksgiving for the Emperor Francis Joseph's recovery after the serious attack of the assassin Libenyi, in 1853), formed a very pleasant break in the railway routine of our trip. Our English party of five, were all photographed at Adele's as a group. We found Mr. P. F. Kupka, an Austrian gentleman, an excellent guide both in railway matters and in local traditions; he spoke English fluently. We accompanied him to the Nord Bahn terminus, and inspected the Imperial train, afterwards going through the extensive works there; then to the Sud Bahn, and looked through the other portion of the State Works. Next day, Mr. Kupka accompanied our party by train to the summit of the Semmering Line—a railway recently opened—its engineering works carried through a beautiful, but difficult country, had been very generally applauded, as marking a distinct advance in mountain-railway engineering. From Vienna, we left by night train, and at 2.0 a.m. had the usual annoyance of being forced to leave our sleeping bunks to have our luggage passed through the Customs—a most vexatious proceeding. We all had to stand with keys ready to open any one of the packages the Customs authority might select, only one out of our six or eight was selected, but with amusing persistency the one they always dropped on was Mr. Findlay's fatherly-looking portmanteau.

Munich was our next stopping place, and at the railway station there, we inspected the Heberlein brake, and the system adopted for heating the carriages. A night journey in another of the sleeping carriages, hot, stuffy, and sweaty, only served to increase the dislike we all felt to this mode of night travelling. Our route took us *via* Strassburg to Paris.

At Paris, we met several of the railway managers, and of course brought our visit to a close by a dinner. M. Mathias, Banderali, and Coffinet, were among our guests. We parted with Michel at Boulogne, and on arriving at Calais found the tide so low that it was necessary to embark on a small steamer, to convey the passengers to the "Calais-Douvres," on board of which we found our Vice-Chairman, Mr. J. P. Bickersteth.

The taking of notes fell to my lot, and we accumulated a good deal of information as to the laws in operation in Germany, with reference to the insurance of workpeople, limitation of claims, etc. As to railway working, we brought little home of any very great value. The system of heating railway compartments by briquets, was tried upon our return, but it did not survive. The use of slate for spaces on the sides of vans for chalk marking of contents, gave the idea to us of thus avoiding the disfigurement

**Slate Panels
adopted.**

and damage to our horse boxes and carriage trucks, of chalk scoring the destinations, and with some difficulty, and after various samples had been submitted by Mr. Bore, we adopted

the present neat and serviceable plan of introducing in these vehicles a slate panel in the carriage waist, which serves the purpose excellently.

In Paris, a couple of chairs for the Queen's train were purchased, and we also arranged for the supply of framework for reversible couches—a clever adaptation by which the carriage couches of padded sofa seats used during the day, when turned round on a pivot—upside down—formed a good broad bed for night travelling; these were largely used in the Company's family saloons, etc.

**Reversible
Couches.**

The report closed with a recommendation in favour of the adoption of small omnibuses, similar to those supplied by the French railways in Paris.

**Family
Omnibuses.**

This was a subject very dear to Mr. Findlay's heart, and although the suggestion was not altogether well received at first, yet he resolutely persevered, and debating the subject again in twelve months' time, he carried his point :—difficulties were raised as to licenses, I had specially to interview Mr. Liddell, the Permanent Under Secretary of the Home Department; Mr. Roberts (Solicitor), also with me, met Colonel Sir E. Henderson at Scotland Yard, on same subject. The privileged cab proprietors of Euston made strong remonstrances, but the Directors determined to support the scheme, and family busses (unfortunately called "one-horse" busses at their first adoption), slowly won their way into public favour. Cabmen jeered at them, other lines of railway opposed the innovation, but at length the plan has "caught on," and these vehicles are firmly established as a portion of the outfit of both London and provincial railway stations.

We brought home a perfect shoal of German and French reports and plans. Those in French were readily translated by Mr. Michel; those in German had to pass through the more questionable translation of one of his clerks. An amusing instance of mis-translation, occurred in a paper explanatory of German railway construction; the stations were said to be furnished at the end of the lines with "potters wheels;" the clerk brought his dictionary to convince me of the accuracy of his translation, but he did not shake my conviction that "turntables" were the intended expression. A somewhat similar want of appreciation in translation came under my notice lately, in which instead of "network" of electrical supply, the word "nettings" had been given as the French equivalent.

That there was not much to be noticed in Austria at that time, in the shape of advance on our own carriages, may be learnt from the following from Mr. Kupka :—

"We have for ordinary traffic scarcely any carriages or wagons with six wheels; all of them have only four; with a few exceptions (eight wheelers).

"All our 1st class compartments contain six seats; 2nd class eight, 3rd class 10, and our carriages have the following divisions :—Three 1st class

compartments = 18, or two whole and two half 1st class compartments = 18 passengers ;

One-and-a-half 1st class and two 2nd class compartments = 25,

Or three-and-a-half 2nd class compartments = 28 passengers ;

Two 2nd class and two 3rd class compartments = 36,

Or five 3rd class compartments = 50 passengers."

"Briquets" for heating (he says) were found too expensive, and they adopted "flasches" instead, of tinned sheet iron filled with hot water for 1st and 2nd class, while we put regular coke or coal stoves in the 3rd class. "We take special care," he says, "for our 3rd class passengers, because they usually are not provided with warm clothes in winter time as the others. Such stoves have of course, drawbacks ; they warm mostly the upper part of the compartment, and roast you when too near them. The steam warming system is used on the Carl Ludwig Railway, but the effect is tremendous ; you are sometimes obliged to open the windows, because all the regulation is good for nothing."

Shortly after our return, Mr. Findlay was waited on by Mr. Julius Pintsch, a German gas engineer, proposing his system of oil-gas lighting for railway carriages—a vast improvement on the existing oil roof lamps, which in spite of supervision were too often badly trimmed, and at the end of the journey reduced to a mere speck of light, if indeed the light might not be spoken of as "one that failed." So frequent were these failures, that it was the custom at Willesden Junction to keep lamps in readiness to substitute for those "out," so that passengers making their last stage into London might not have the inconvenience of riding in the dark, when they had to gather up their traps preparatory to reaching the terminus. The Company had recently been trying various forms of lamps, and those submitted by Mr. Kelly seemed likely to be adopted, when the unexplained explosion of one in the Irish Mail van, put a stop to its chances.

Pintsch's plan appeared to afford what was required, but it turned out that Mr. Webb had already a scheme in hand with a Mr. Pope, which was ultimately adopted. The difference between the two may exist, but the Manager always considered it a case of "tweedledum and tweedledee." Both plans entailed reservoirs and service pipes, and a somewhat pungent smell at the time of charging the vehicles, but the cleanliness of the system as compared with oil, and the steadiness of the lights have, through Mr. Park's perseverance, resulted in its very general adoption upon the stock.

The **enlargement of Lime Street Station** was completed this year, and in view of making improvements so as to attract the American traffic, the Company decided on taking the **New Hotel** at the terminus into their own hands, Mrs. Head being removed from Holyhead to act as manageress.

Mr. Loveland, of the Erie Railway, was in close touch with the traffic crossing from New York, and he urged strongly that we should have our own

New York Office opened. direct representative on the other side of the Atlantic. After some negotiation, Mr. Trowbridge was selected for the purpose, and another office, in addition to that opened by Messrs. Gaze, was authorised.

Increasing Competition for American Traffic. In the meantime, a hot competition for the American traffic was arising, and the ever active Midland Company announced special trains to be run, on the arrival of one or two of the larger vessels, to compete with our advertised trains. The hotel was a great factor in our favour, and the American public were not much inclined to patronize any other route than the shortest and quickest. Occasionally, through having friends on board, working in the interests of the respective companies, it happened that a clean sweep was made of the whole contingent of London passengers; foremost among these friends of ours was Mr. Gillig, who afterwards established the American Exchange in the Strand, and whose patriotic receptions of American citizens in the Metropolis were on a scale far beyond that which could have been expected from any one short of a millionaire.

In August, 1st class saloons are announced to run by the fast trains between Liverpool and London "without extra charge."

Lime Street Tunnel Worked by Locomotives. The doubling of the line through the tunnel into Lime Street, led to the abandonment of the rope, as the means of drawing the trains out of that station, and a set of sidings adjoining the turntable had to be introduced for the locomotives, at about the point at which on the site of now excavated rock, the Church of St. Silas had stood.

A singular occurrence took place shortly after locomotive working through the tunnel had been adopted. An engine on its usual routine was to have passed from Lime Street up to Edge Hill. The pointsman pulled the lever of the crossing intended to lead from the down line, on which the engine was standing, across to the up road, and signalled the driver to cross and go ahead. The driver started, but the swan-neck of the points had become broken, and while the lever acted, the points did not, and the engine travelled in the darkness on the wrong line right up to Edge Hill. Covered with smut and soot and ooze from the tunnel roof, which the beat of the engine had dislodged from its resting place, the driver had been wondering as he travelled, what could have been the cause of the unusual fall; the ordinary up line was free from any such accumulation on the tunnel roof, as each train that passed disposed of its share. It was a fortunate chance that no down train or engine was in the tunnel at the time.

New Works in Progress, 1879. It was not only in Liverpool that the engineering works originally designed by Mr. Baker, were in active progress. The Over and Wharton Line was inspected; the duplication of lines into Preston, with the massive viaduct over the Ribble, were being completed. The station and harbour works at Holyhead were in

a forward state, and so, under Mr. Robert Johnston's auspices, were the new station and tunnel at Birkenhead ; while under Mr. T. E. Harrison's hands the new joint station at Leeds was progressing.

The direct line between Rugby and Northampton was rapidly approaching completion. The new station at Northampton itself, and the deep cutting near Roade, which would complete the extra line from Roade to Rugby, were in such an advanced state, as to lead us to prepare the new time-table in readiness for this opening ; and that of the Joint Great Northern, *via* Melton Mowbray, to Nottingham and Bottesford for Newark.

On August 17th, I received a pressing message from Mr. Findlay, requiring me to go with all speed to North Wales, as very serious floods had interfered with the train working ; so by midnight train I travelled to Crewe, thence I proposed to run by special engine to the Chester and Holyhead Line. The special engine intended to take me, unfortunately, got off the road when backing out of the siding, and striking against one of the then unprotected supports of the recently erected light foot bridge, leading into the Crewe Works, caused two sections of that structure to collapse and fall on to the line ; the mishap taught the engineers a lesson, as firm "fenders" have since been provided to screen the supports.

A journey along the line shewed what havoc had been wrought in various places, and the local engineer, Mr. W. Smith, in view of the breaches, over-cautiously prohibited traffic at points where it subsequently proved all was perfectly safe.

The principal breach was between Abergele and Llandulas ; the stone viaduct over the usually trifling watercourse called the Dulas, having been undermined by the floods, and washed away by a raging torrent. For two days the flood remained so high that nothing could be done towards repairing the line at this place. I came down to the spot early on Monday, 18th, and went over the ground with Mr. Wood, who had made some temporary arrangements for carrying on the traffic by road ; but it became necessary to largely improve the coach service between the two points of Colwyn and Abergele. The mails formed a difficulty, as they required more rapid transit than the heavy transfer of tourist passengers' luggage entailed, but the Post Office authorities had on the ground a Mr. Neville—an old guard and a skilled inspector—whose aid was invaluable. I notice that in Mr. Baines' history—"Forty years with the Post Office"—he is good enough to give to me and Mr. Harrison, some credit for coping efficiently with the difficulty. Certainly the occurrence took place at the very busiest portion of the North Wales tourist season.

The breach took place on the 17th, and on the 25th, I was able to write to the papers announcing that the traffic lately interrupted by the heavy storm

Rapid Restoration of Llandulas Viaduct. was again resumed, and trains were running as usual. Messrs. Webb, F. Stevenson, G. Whale, F. Harrison, Footner, and myself, were on the spot all day on the 25th, and the 3.0 p.m. train from Holyhead was the first to pass over. It was a record restoration, and reflected the greatest credit on Mr. Footner. The line was carried across the Dulas on a temporary viaduct, sloped down from the main line, at the grade of 1 in 23; and the traffic was conducted over this single line, until the completion of the new viaduct. It was decided to replace the viaduct by one of steel, with seven spans, and its construction is one of Mr. Webb's most notable performances at Crewe Works. The viaduct is 224 feet long, the seven spans being 32 feet each; the crude pig iron for the work was converted into steel, and the girders, 14 lattice and 28 plate, with the transverse portions, flooring plates, angle irons and all other parts, were ready at Crewe for erection within one week! Mr. Footner's men were employed night and day with the masonry of the eight piers, and the electric light was, for the first time, employed, to enable the night work to be carried out.

The new viaduct was brought into operation on the 14th September, 26 days after the mishap.

Among the notorieties who travelled by the West Coast route this year, 5th June, was Prince Alexander of Battenberg the Prince of Bulgaria, who had been somewhat roughly expelled from his principality, and went down to Ballater on a visit to her Majesty. I had the honour of a conversation with him as he was leaving by the Limited Mail.

Changes in Officers, L. & N.W. Co., 1879. Mr. David Stevenson's appointment in London, and the absorption of Messrs. Chaplin and Horne's staff, led to several changes in the course of the year in the Goods Department. Mr. Greenish was appointed to take charge of the Halifax, Leeds, and Bradford District; Mr. J. F. Mason being selected to succeed him at Camden for the London District; Mr. Holt was appointed to Northampton, *vice* Mr. Keen; and Mr. George Hitchens to the Coventry and Leicester District, *vice* Mr. Simpson; Mr. Henry Cattle, late of the Cambrian Railway, was nominated as Goods Manager of the Lancaster and Carlisle District, in May, in place of our old friend, Mr. John Fitzsimons (who died in the subsequent year, March 14th, 1880). In November, 1879, Mr. Cattle took charge of both passenger and goods traffic, on the removal of Mr. Purcell to Northampton.

Parcel Booking Fees Abandoned. A bold experiment was made in reference to the Parcel Traffic, shortly after Messrs. Chaplin and Horne's interests were dealt with, by which, following the Great Eastern Company, the booking fees on parcel traffic—a tax of 2d. per parcel—were decided to be discontinued. These booking fees had produced a considerable sum, more than covering the cost of the Receiving Offices in the Metropolis, but with the discussion as to adopting parcel labels, and the negotiations in progress with the General Post Office, it was felt by the General Managers,

that Mr. Findlay was right in policy, in intimating the discontinuance of the impost, which ceased to be charged after the close of the year. The adoption of an extended boundary for the collection and delivery of parcels round London, and organizing a radius system of delivery cart in connection, for the suburban stations, was one of Mr. David Stevenson's tasks. With reference to these services, I note the first mention of Mr. Frank Ree, as his assistant, at this time. Meetings were necessary to agree these boundaries for delivery with other companies, and the map was finally settled at the "Metropolitan Conference."

The adoption of an "enquiry office" at the entrance of Euston Booking Hall was made this autumn; it proved a great convenience as a point at which information could be quietly obtained at any time during the day, relieving the booking clerks and the *queue* of passengers booking, from having their progress interfered with by a long string of questions from some tedious intending passenger, calmly indifferent to the flying moments allowed for the work of train booking.

In July, the London and North-Western arranged with the Lancashire and Yorkshire Company, for a service of through coaches—three times per day—into Southport, *via* Wigan, an inconvenient junction, but a great convenience to passengers.—In October, the Caledonian Railway Company opened their "Central Station" at Glasgow.

The records of the Clearing House shew that Mr. G. Lewis succeeded Mr. Cattle as Manager, etc., of the Cambrian Line; Mr. Lewis had been Secretary, and now assumed the double duty. Major Flood Page attended the Tourist Meetings, as the representative of the Crystal Palace. Mr. T. S. Dodgson is appointed as Representative of the Cleator and Whitehaven Junction Line, opened for traffic in September; Mr. Cockburn, who had returned to railway life, succeeds Mr. Mortimer Harris as Superintendent of the London Chatham and Dover Railway. Mr. Eddy attends in October as my substitute. Mr. Thomas Robertson, of the Highland Railway, is appointed Chairman for 1880.

1880.—The 1st of January this year was the date appointed for the opening throughout of the Great Northern and North-Western Joint Line, extending from Market Harborough, *via* Melton Mowbray, to Stathern Junction, with branches thence to Nottingham, and *via* Redmile, to Newark.

Opening
of Nottingham
and Market
Harborough
Lines,
1st January,
1880.

Mr. Lawie was originally appointed Joint Manager, with offices at Melton Mowbray, but he soon after was succeeded by Mr. Pearce, a nominee in turn of the Great Northern Company. The line opened up the well-known hunting districts of "the Shires," with stations at Hallaton, East Norton, Tilton, "Burrow and Twyford" (afterwards by request altered to John O'Gaunt), and Great Dalby,

Stations South of Melton. all lying south of Melton Mowbray. The very extensive slip which had postponed the opening was situated near East Norton, and for many months baffled all the talent of the engineers and contractors, in effecting the stability of the embankment.

North of Melton Mowbray the stations were Scalford, Long Clawson, and Hose (near to which the Hose tunnel is situated), and the junction station originally known as Stathern, but afterwards, called Harby and Stathern in consequence of the many instances of confusion and mis-sending between Stathern and Hathern. Two stations—Barnston and Bingham Road—were made on the line towards Colwick and Nottingham, and a very artistic set of station buildings was erected at Redmile, on the branch towards Newark, as that was the station to be used by the Duke of Rutland, whose seat was adjacent at Belvoir Castle.

On the curve towards Rockingham, at the Southern end of the Joint Line, a station called Medbourne was built, but it was not opened until 1883; when it obliterated our old station Medbourne Bridge, which became known as Ashley and Weston. A considerable extent of running powers came into operation through the opening of this important Joint Line, the Great Northern had the right of running into Northampton, and from Leicester by their line to Tilton, *via* Medbourne and Rockingham to Peterboro'. On our side, we had powers to reach the Nottingham and Erewash Valley coal fields, *via* Colwick, and into the Yorkshire coalfield, by running powers to Doncaster. The Joint Committee dealing with these matters met alternately at King's Cross and at Euston, and worked with remarkable smoothness throughout.

The line from Rugby to Market Harborough had been originally constructed as a single line; in view of the expected extension of traffic, it had been decided to double it, and the work was completed in July, 1878.

Doubling of Lines in connection with Market Harborough. In like manner, the line from Northampton to Market Harborough, had originally been only a single line as between Brampton and Market Harborough, but with the advent of all the expected traffic from the Joint line, and the admission of the Great Northern to Northampton, it became necessary to double it. This work was completed in 1879, one of Mr. Findlay's sons acting as resident engineer. The quadrupling of the line through Market Harborough was a natural consequence, and so was the duplication of the lines approaching Northampton, where two lines were constructed to accommodate the traffic for the direct route to Rugby, and two for the Market Harborough and Joint Great Northern traffic previously mentioned; the lines running side by side to Kingsthorpe Junction, one mile beyond Northampton.

The Rugby-Northampton Line was not opened till the end of 1881, but the sites for the stations were inspected and settled early in 1880. We visited Althorpe, Long Buckby, and Kilsby, in the course of selection of sites; the

old Roman Watling Street was crossed by the new line, about a mile south of Kilsby, and can be traced for some distance alongside the railway—a broad green lane—unburdened with traffic, which for some cause, has entirely left it at this point, for other routes. The whole of these lines were added to the engineering division under the charge of Mr. Kellett.

The opening of the Nottingham District, with its extensive coal traffic, caused a considerable extra mileage to be added to Mr. Mumford's Rugby district; the sheds at Colwick and at Doncaster being placed under his control.

A new Passenger Superintendency was created by this new district; its supervision, on behalf of the London and North-Western Company, together with the Peterborough and Stamford Lines, which were withdrawn from the former "Southern Division," being placed in the charge of Mr. R. Purssell, who had been District Superintendent at Lancaster, since Mr. Chauncey's death in 1869. In November, 1879, he removed to Northampton, and had the somewhat easy task of organising the district, as its first residential officer.

1880. Mr. John Rigg, who had been in charge of the Northern Division of the Locomotive Department, died in February, 1880; he had retired from active duty in 1877, his place from that date being filled, and very efficiently filled, by Mr. George Whale, who had acted as assistant to Mr. Rigg for many years. Mr. Whale was a man who worked most harmoniously with the Traffic Department throughout his history. On investigations as to accidents, there was no attempt to screen his men when in fault; and on all questions connected with train working, his cheerful aid might be relied on.

Lord Sackville Cecil, who had been trained in railway working on the Great Eastern Railway, succeeded or superseded Mr. Denne as Superintendent of the District Railway; his advent, however, afforded us but little relief, as the train arrangements of the District Co. had resulted in admitting more trains on to the line than could possibly be accommodated with punctuality; even Mr. J. S. Forbes, whom we believed to be the strong will in the back ground directing the proceedings, had unwillingly to confess the impossibility.

The commercial travellers as a body, had for some time been complaining of the heavy tax the charges for excess luggage had imposed on them, and they urged with much force, that these journeys of theirs were sowing the seed of traffic to follow in all directions, and that the policy of treating them illiberally was suicidal. They had knocked at the door repeatedly in vain;—foremost among the attacking party was Mr. J. O. Bairstowe, of Huddersfield, Honorary Secretary to the Commercial Travellers' Mutual Protection Society.

The Clearing House Superintendents dealt with the question finally in January, and on the scheme being approved by the General Managers, I had the pleasure of telling Mr. Bairstowe that the arrangements for the conveyance of commercial travellers luggage, at reduced rates, would come into operation forthwith. He sent copy of my letter to the *Times* and other newspapers without loss of a day.

Commercial travellers were thenceforward allowed double the weight conceded to ordinary passengers, and half the charge for any over weight, with the additional boon of no charge whatever being made if the excess chargeable was under rs.

The "briquets" we had introduced from the Continent for carriage warming, not having proved satisfactory, Mr. Webb introduced to the Directors notice, a novel application for heating and re-heating the existing footwarmers, by the substitution of acetate of soda for the water; he shewed in experimental operations, a small portion of the crystal powdered, falling into the block in a flask, and in a very short space of time the contents of the flask changed from a cold solid block to a very hot fluid. The principle was adopted for our footwarmers; when first brought into use, passengers were startled to see the porters striking or shaking up the footwarmers, if they had gone cold, and assuring the spectators that they would be "all right" and hot directly.

An attempt to dispense with roof lamps in the day-time, by the adoption of luminous paint for the ceilings of the carriages, was made about the same time, but the experiment proved a dismal failure.

1880. We had this year several royalties and celebrities travelling over the line, whose trains I had to accompany. Early in January, Captain Vernon Chater arranged with me for the Princess Louise's journey to Liverpool, on the occasion of her return to Canada. H.R.H. was accompanied by the Prince of Wales and the Duke of Edinburgh, and at night the prince returned to town, our homeward journey being made in exactly four hours.

In July, the Grand Duke Alexis went down to Scotland, and Prince Leopold returned separately from the Queen, in October. In December, H.R.H. the Prince of Wales and Prince Christian made a special journey to Trentham; and next day, with the Duke of Sutherland, went to Chester, to Eaton Hall, for the funeral of the Duchess of Westminster. The whole royal party returning same evening to town.

Mr. Vanderbilt made one of his flying visits to England in the autumn, and taking luncheon with our directors, commenced a discussion which resulted next year in the visit of the Duke of Sutherland and some other members of the Board to America.

In June, the extension of **the inner harbour at Holyhead Station**, with the Up side arrival buildings and landing place for the steamboat passengers,

Opening of Holyhead Inner Harbour and Station, 1880. was inaugurated by a visit of H.R.H. the Prince of Wales to the port. His Royal Highness stayed at the Company's new Hotel, and Captain Dent escorted him to the steamer "Lily," which was to make a special trip, in connection with the opening : the rigid punctuality of the steamers starting, caused the whole of the Passengers by the special train from Liverpool, which was a little late, to be left behind ! It was with difficulty these important guests were appeased, and it was only the fact of their being able to secure the very best places at the luncheon table, that in any degree pacified them. The luncheon took place in the export goods shed, not as yet opened for traffic. Nearly 1,000 guests sat down.

Up to the time of opening this extension of terminal accommodation at Holyhead, the North-Western passenger steamers arrived at and started from the one goods shed built on the down side of the harbour ; and the passenger trains—other than the Irish mail—ran to and from this goods shed, the passengers making use of a platform which existed outside the shed wall, fitted with staircases, which led to overhead galleries in the goods shed, and thence down by other staircases to the quay side.

On the day after the opening ceremony, all this was altered. The passenger express steamers, night and day, both for the Greenore and the North Wall services, used the extended inner harbour, and both arrived at and departed from the new passenger station ; the old station and the old Royal Hotel were closed. The express passenger steamers berthed on arrival at the proper up side, and warping across the harbour, departed from the proper down side. The cargo steamers, which still conveyed third class passengers and harvestmen, had to reverse this arrangement, arriving on the down side and departing from the up side.

The new goods shed, though on the up side, became the export shed ; the old goods shed, though on the down side, was retained as the import shed, and so the fact remains, that the outward goods traffic (export) from Holyhead, is brought by trains to the contrary side to the outward passenger traffic ; and the inward goods and live stock traffic is dealt with in like manner, on the contrary side of the station to the inward passenger traffic. This crossing of the traffic depended very much on the accommodation for dealing with live stock coming across from Ireland, extensive provision existed on the one side of the harbour, and none on the other. The unloading stages and exit for the cattle from the steamers were very complete ; and a separate inclined way and bridge over the lines were constructed, so as to keep a clear road for the animals ; and when once the beasts were on this track, they were bound to proceed to their destination ; like decoy passages in the fens, the cattle and pigs had only one direction to pursue, *vestigia nulla retrorsum* : the cattle yard, the trucks, the trains, the abattoirs, were all their future.

Those who have visited Holyhead Pier Station, free from anxiety as to securing their own berths or seeing to the safe transit of their belongings, cannot fail to have been struck with the systematic way in which the transfer, both of the mails and of the passengers' luggage, is effected at the Government pier by the men of the City of Dublin Company, and how by the regular succession of seamen carrying article after article, and mail bag after mail bag, across the broad platform space and on to the steamers, the contents of the heaviest loaded Vans and Post Offices are gradually and surely disposed of.

Passengers' Luggage at Holyhead.

Extractors.

A different system was put into force for the North-Western Steamers by Captain Dent, in connection with the arrival side; carrying out a suggestion which Mr. Mawby—then in charge of Holyhead—originated; he adopted an "Extractor," by which the heaviest articles were conveyed from the vessel to the quay, on an endless band actuated by a steam winch on board, working in the same way as a hay elevator or steam dredger; the slope obtained was suitable for steamers with paddle boxes and sponsons, and worked well so long as such steamers were running, but the adoption of screw steamers enabled the vessels to come closer alongside, and the extractors being found unsuitable for the altered slope have been superseded by movable steam lifts.

In July, following on the opening of the enlarged harbour and new station at Holyhead, an additional evening express service (first, second, and third class) was run from Euston, for Irish traffic, leaving London 6.0 p.m. and Holyhead 2.15 a.m., reaching North Wall, Dublin 7.0 a.m. In the opposite direction the steamer left Dublin at 7.30 p.m., the train in connection started from Holyhead 12.30, and was due at Euston 8.35 a.m.

Two fine paddle steamers, the "Lily" and "Violet," were added to the Company's fleet in connection with these services.

For Greenore traffic, the London train left Euston at 5.0 p.m., the passengers being due in Greenore at 7.0 a.m., and Belfast 10.50 a.m. In the opposite direction, the train left Belfast at 5.0 p.m. Greenore 8.45 p.m., but was not due in London till 12.50.

On Sunday night, the 12th September, a dastardly attempt was made to wreck the down Irish mail train by an explosion of dynamite, which was only averted through the cartridge attached to the fuse being badly placed on the rail or on one side of the rail. The driver of the mail train was conscious of a slight explosion, which he took for a defective fog signal; it was not till daylight that the cartridge was discovered undischarged at the rail side. The spot where this attempt took place was immediately opposite an existing spinney or plantation, on the down side of the line, between Bushey and Watford.

Dynamite Attempt to Wreck Irish Mail near Bushey, 12th September, 1880.

The police were at once communicated with. I had interviews with Mr. G. Lushington, of the Home Office, and, with our detective officer

Mr. Copping, also interviewed Colonel Labalmondiere,—the director of criminal investigations at Scotland Yard.

The Railway Company offered £100 reward, and Her Majesty's Government offered a similar amount. They were in possession of the fact that a number of similar dynamite detonators had, about ten days previously, been ordered by a man who had given a fictitious address at Charing Cross Hotel, but who had made a communication in writing to the dynamite company. This writing stated that "Mr. T—— thinks that he did not mention the number of detonators ordered by him to-day,—he writes to say he will want ten." In the advertisement issued by the *Times* newspaper, the letter was reproduced in facsimile in typograph—the first instance, I believe, in which such a departure from ordinary type had ever appeared in that paper.

I am not aware that any discovery was ever made as to the perpetrator of this attempt, but in view of the train attacked being the Irish mail, and the Fenian troubles at the same time, special attention was turned to the safety of the Tubular Bridge, Holyhead Harbour, etc.

There was not much of moment this year in new train services, beyond the opening of the joint lines to Nottingham and Newark.

The Whitehaven, Cleator, and Egremont Line was undertaken to be worked jointly with the Furness Company, with a **New Lines and Services, 1830.** Junction at Sellafield, in February; and in the subsequent September Siddick Junction was opened as the terminal connection of the independent line of the Cleator and Workington Line.

In June, a new train service of eight trains daily, between Willesden Junction and Herne Hill was inaugurated; this brought the North-Western into direct communication with the London, Chatham, and Dover Line; Mr. J. S. Forbes with his lieutenants, Mr. Mortimer Harris and Mr. Vincent Hill, took interest in its establishment.

In the same month the hourly service of trains between Liverpool and Manchester was enlarged, by the introduction of additional trains, giving a half-hourly communication between the two towns, during the business hours of the day.

A special announcement is made in November, that a through carriage will be run between London and Birkenhead each way, leaving London at 5.0 p.m.; leaving Birkenhead at 11.0 a.m. This was the first time that such a facility had been given by the London and North-Western route for Birkenhead—London traffic.

The chief change in Scotch business was consequent—under the auspices of the Caledonian Railway—upon the opening of the Callander Line throughout to Oban, on 1st August; Mr. John Anderson, of Oban, acting as Secretary of the undertaking and District Manager. It had considerable effect in drawing the West Highland traffic away from the Clyde route,

and added a new contribution to the summer difficulties of the Caledonian, affecting Stirling and Perth.

The Scotch Representatives of the Company at this time were :—

Mr. Robert Small, of Dundee, Chief Officer.	
Mr. Kinloch, Perth.	Mr. Dawes, Inverness,
Mr. Gibb, Aberdeen.	Mr. Lindsay, Arbroath.
Mr. Dickson, Glasgow and Greenock.	

In South Wales, the Sirhowy Line had been taken over by the North-Western Company, the trains running *via* the Monmouthshire Railway between Nine Mile Point and High Street Station, Newport; in August, the trains from Abersychan ran also to and from that station, instead of Mill Street, as heretofore.

An omnibus service was put into operation from Euston to Charing Cross Station in June, in connection with the South-Eastern Railway Company; and a bus service was also run by the London and North-Western Company between Marton and Southam, three times daily, commencing in November.

In September, another forward move was made in respect of the parcel traffic,—announcements being made, and arrangements perfected, for the **free collection of small parcels** from warehouses and business establishments, not only in London, but in some of the principal towns served by the Company — Birmingham, Wolverhampton, Liverpool, Manchester, Leicester, Dewsbury, Preston, etc. The supervision of this traffic was placed in the hands of Mr. Prichard, and was worked by him, under my charge, with most zealous energy. It is an organization which has grown to be one of the ordinary necessities of business, and its satisfactory working attaches customers to any line which best does its work, and shews prompt interest in meeting requirements and remedying complaints.

The Clearing House records for the year shew Mr. Bell as the successor, in the Superintendents' list, to Mr. Myles Fenton, of the Metropolitan. Mr. Bell did not often favour us with his company. We came to consider his appearance in the room as a "stormy petrel," for it indicated some stir between the four or five companies dealing with Earls Court or Olympia, and some sharp differences were not unfrequently manifested.

Mr. F. Kirtley, at same meeting, is reported as succeeding Mr. H. St. G. Caulfield, on the Neath and Brecon Line. Mr. Smedley is appointed to the Manchester and Milford Line, *vice* Mr. Hamer. Mr. G. W. Keeling to the Severn and Wye and the Severn Bridge Railway.

The Great North of Scotland is first represented, in July, by Mr. Moffatt, as successor to Mr. Milne, and in turn, in October, Mr. A. G. Reid is announced as superintendent.

In October, Mr. Hugh Carr attends as representative of the Maryport Line, on behalf of Mr. Addison; and at the same meeting, Lord Sackville Cecil is appointed, *vice* Mr. Denne, as representative of the District railway.

A strong attempt was made at the spring meeting at Brighton, to extend the period for tourist tickets to six months, or up to the end of the year. It was urged by the Great Northern Company that all Midland return tickets were available for six months, and that the Scotch Companies (owing to friction between the two companies affected) had made their North tickets equally so. The proposal was defeated.

Late issues of the time-tables, and the inefficiency of the bye-laws, were prominent subjects of discussion at the October Meeting, at which Mr. John Mathieson, of the Glasgow and South Western, was elected Chairman for the year 1881.

Among the North-Western Officers, the year 1880 was ushered in with these changes affecting the goods department:—Mr. Charnock is appointed to take charge of Wolverhampton, South Staffordshire, and East Worcestershire; Mr. Nichols retaining Birmingham. Mr. Singer acts as local agent in Bristol and Cheltenham. Mr. T. Henshaw takes charge of the Chester and Holyhead division. Mr. Allerton becomes the Company's representative in the North Stafford district, with offices at Stoke. The Sheffield, Nottingham, and Newark District is allotted to Mr. H. Smyth. In the passenger department Mr. J. Lewis takes charge of Swansea, Carmarthen and Pembroke Dock District. The Whitehaven, Cleator, Egremont, and West Cumberland District is taken by Mr. B. A. Bedford, but in February he resigns, and Mr. G. E. Mawby, from Holyhead, takes charge in his stead.

Death removed one of the oldest railway officers in December. Mr. E. Byron Noden, late of the South-Eastern Railway, as goods manager, and formerly with the Liverpool and Manchester Railway at Bolton and Manchester. He died a bachelor, and left a legacy of £1,000 to the Railway Benevolent Institution, together with a share of the residue of his property, which has added a further sum of £1,999 to his former bequest.

In the same month, my chief clerk, Mr. William Raison, who had been with me ever since I joined the North-Western, died. He had in the past been for some time, station master at Buckingham, whence he removed to become Mr. Grew's assistant at Rugby. He accompanied Mr. Grew to Birmingham as chief clerk, and occupied the same position under me when I succeeded Mr. Grew as district officer at Birmingham. Knowing his systematic methods with office correspondence, I obtained his removal to London, to take up the work in my London office.

Mr. Holland Hibbert, of Munden, near Watford, joined the Board of Directors this year.

CHAPTER XI. 1881—1882.

Severe Frost and Snow Storms—Death of Mr. Henry Ward—Standard Brake Coupling—Visit to United States and Canada—Niagara—Go East by Erie—La Fontaine Engine—St. Paul, Prairie Country—Pittsburg—Railroad Lessons—Level Crossings—Pennsylvania Railroad Officers—Mail Fares to Ireland—Engine Head Lights—Northampton—Preston, Park Hotel—Day Saloons for American Traffic—Mansion House Banquet—Accident at Holyhead—Mr. Ephraim Wood on Trial—Telegraph Codes, failure to obtain uniformity—Parcel Scale Amended—Chain Brake—Guards' Regulations—Board of Trade Criticism on Accidents.

THE year 1881 was distinguished by the severity of the weather during January; the frost was very strong, and special instructions were issued requiring the trains to run at reduced speed, and to make additional stoppages at places where men were specially appointed to examine the wheels and axles of the expresses.

On the 18th, the officers of the Company had one of their friendly gatherings in London and, during the course of the evening, tidings arrived of serious blocks by snow on the line; and indeed, in London the streets were scarcely passable. No vehicles were obtainable. On returning home, calling at Chalk Farm station, I found the line badly blocked with snow, and trains delayed through an accident at Wembley. The drifts in cuttings and at the tunnel mouths rendered travelling scarcely possible. The snow continued to fall all the next day. The Limited Mail, due at 4 a.m., came into Euston a mass of white vehicles, with couplings clogged with snow, at 4 p.m.

Mr. Eddy, in whose division the principal block occurred, distinguished himself by the continual personal supervision he exercised in fighting the snow, cutting through the drifts, and so keeping open one line on which traffic could pass under piloting arrangements. Tring Cutting was one of the points on the line that caused the heaviest work, the wind struggling to replace all the excavated snow as fast as it was cleared. Later in the year snow storms caused the Midland Line to be entirely blocked at Blea Moor, and once more the Ingleton route had to convey their obstructed Scotch traffic.

The alarm respecting Fenianism still continued, and we had frequent letters warning us that the Irish Mail and the Britannia Tube were threatened.

For my part, I had difficulty in believing that any Fenians were likely to interfere with the mail in view of the fact that the Irish Members were so frequently travelling by that train. Still, from Scotland Yard there were constant suggestions, and, in conformity with their recommendation, early in February, when it was known that Michael Davitt was to travel by the train in custody, a pilot engine preceded the mail right through from Holyhead to Euston, and special precautions were taken to move him from the train at a point short of Euston, so as to baffle any attempt at rescue at the terminus or on his expected route in the Metropolis.

The position of Chief Correspondence Clerk in my office, vacant by the death of Mr. Raison, was filled by Mr. J. W. Widdowson. He had for some years been head of the Passenger Fare Department, but this had been transferred to Mr. Houghton, who now had both the Passenger and the Goods Rates under his supervision.

I lost, in March, one of my oldest railway friends in the person of Mr. Henry Ward, the General Superintendent of the Caledonian Line. It was my good fortune to have his friendly co-operation at Clearing House Meetings, as well as in discussing the train services affecting our two Companies, for very many years, and during all this period no difference ever interfered with our close friendship. He died at Stirling and was buried in Liverpool, Toxteth Park Cemetery. Many of his old comrades assembled round the grave, and a Committee of Goods Managers and Superintendents arranged for the erection of a monumental gravestone recording our estimation of his character.

Among the visits of inspection this year was one to Thames Haven, where the Directors were accompanied by Mr. Stride, of the Tilbury Line, and Mr. Newton, successor to Mr. Mansel, as Manager of the North London. A dreary expanse of sloppy Thames mud was the general experience of those who formed the inspection party; but in view of the development of the import business of the Port of London it is difficult to forecast the utility of this foreshore property.

The enlargement of the carriage works at Wolverton, and the necessity for frequently crossing the main line into and out of the works, led to the construction of the passenger station on an avoiding line, by which the carriage works and the old main line were left quite on one side; but the Chairman was not content with the arrangement, and resolved to have connections for transferring the vehicles on to the main lines by an underground passage. Numerous inspections were necessary before a decision was arrived at, and a far simpler arrangement was submitted by the officers in vain.

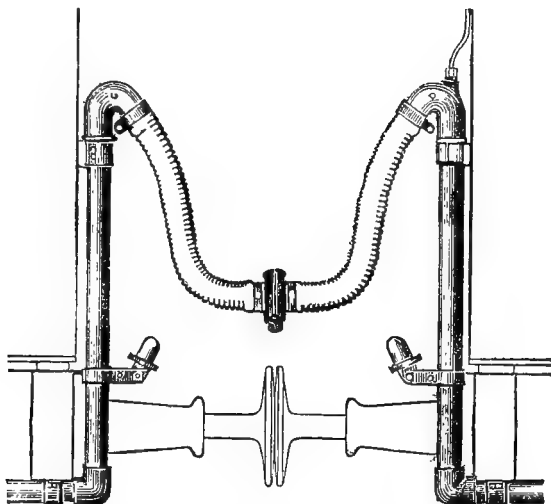
At Wolverton we were shown the plan, suggested by Mr. Webb, of introducing flat India-rubber blocks to be placed under the carriage bodies, between them and the sole-bar, with the object of lessening the jar of travelling. Mr. Webb was about this time instrumental in calling a meeting of the Mechanical Engineers, at which one important step was gained towards uniformity in Vacuum Brake couplings. No progress whatever had been made as to any uniform plan of brake, and it seemed as though each Company would adopt some separate system with separate modes of coupling. Fortunately the plan of uniform bore and size of coupling was agreed, and ultimately has become the standard of the Vacuum Break in Great Britain.

**Death of
Mr. Henry Ward,
Superintendent
of the
Caledonian
Railway.**

**Diversion
of Lines
at Wolverton.**

**Standard
Vacuum Brake
Coupling.**

The coupling of the "Standard Brake," as now generally adopted, is shown below.



The preliminaries for the journey of our Directors to America occupied considerable portions of my time during the spring. Mr. Henry Crosfield was the leading spirit, and he compiled most carefully from American Railway Guides the itinerary of our route, asking me from time to time to check the "Schedule," as we subsequently, at New York, learnt to call it.

Visit
to America of
Directors.
—
Discussion
of
Programme.

On Good Friday we left London, Mr. Findlay, Mr. Dawson (Railway Clearing House), and Mr. Eddy seeing us off by the 5.0 p.m., for Liverpool. Mr. O. L. Stephen was accompanied by his three sons to Liverpool; Mr. Inman, Jun., Mr. Henry Taylor (Euston Hotel), and my son, Ernest, also travelled with us. We stayed the night at Liverpool, and on the Saturday, 16th April, joined the "Gallia." Colonel Bourne, Mr. Bateson, Mr. Mott, Mr. James Shaw, and Mr. Loveland were among those who came down to see us off.

Mr. Alfred Fletcher, Mr. Charles McIver, and Mr. Graves voyaged with us as far as Queenstown. We had hoped that Mr. Skipworth would have run down from Dublin to greet us, but Mr. Stirling brought a telegram from him instead. Our party, consisting of the Duke of Sutherland, his son (Lord Stafford), Mr. J. P. Bickersteth, Mr. Knowles, Mr. George Crosfield, Mr. Henry Crosfield, Mr. O. L. Stephen, and myself, completed the Railway contingent; while as friends of the Duke we had in addition, Mr. Wright (his Secretary), Dr. Russell, of *The Times*, Sir Henry and Lady Green.

Voyage by
the "Gallia."

The "Gallia" was under the command of Captain Hains; the first officer

being Mr. Jackson;—now Captain Jackson, in charge of Fleetwood and its steamers.

The runs made were as follows :—

1st day after leaving Queenstown	331 miles.
2nd " " 	390 "
3rd " " 	372 "
4th " " 	329 "
5th " " 	329 "
6th " " 	354 "
7th " " 	370 "
8th " " 	359 "
	2834 "

The run of 390 miles was the highest the "Gallia" had ever made.

Mr. Butler Duncan, of New York, was one of our fellow-passengers, and so was Mr. W. B. Washburn, President of the National Bank of Greenfield, Mass., and ex-Governor of the State of Massachusetts, which he described as "the best state in the best country in the world." The former gentleman gave me very full information as to the American state methods of dealing with applications for the right of "building" railroads, the legislation for separate states, and the difficulties experienced in dealing with lines passing through more states than one; the constitution of the railway staff, with presidents and vice-presidents, and the engineering and constructive organisation of the lines. It was a difficult lesson at first to assimilate, but I derived much benefit from his explanations, and could better understand the relative positions of railway officers I subsequently met in the States from the guidance he had afforded me.

At New York our Agent, Mr. Trowbridge, met us. Mr. Frank Thomson, one of the Vice-Presidents of the Pennsylvania Railroad visited

**Interviews in
New York
with Railway
Authorities.**

us at our hotel—the Brevoort House—and carefully went through the train scheme we had drawn up. We were very largely indebted to him for the remarkable facility with which our journey was carried out. Every possible requirement was provided for us—a special train for our use throughout the whole tour, with attendants and cooks, and a special baggage-master. My only regret being that owing to our being thus carefully nursed I lost the opportunity of seeing what American travelling in its every-day practice really is.

Early next morning Mr. J. N. Abbott, of the Erie, Mr. Louis F. Booth, of the Chicago and North-Western, Mr. Jowett, and Mr. Blanchard all offered the "courtesies" of their lines, and we were waited on by the Officers of the Great Western Railway of Canada and by those of the Grand Trunk—Mr. Edgar, Mr. Beach, and Mr. Wainwright—in order that the proposed

details of our journey over those systems should be mutually understood. A visit to the various shipping offices and an inspection of our own, at 145 Broadway, filled up the forenoon. A drive in the park and a dinner in Delmonico's Grand Dining Saloon completed the day.

Next day our whole party travelled along the Elevated Railway, taking the eastern side of the city line, and proceeding as far as the swing bridge, then recently constructed, over the Harlem River near the Croton Aqueduct. At mid-day we visited the Central Station, and had an interview with Mr. Rutter and Mr. Vanderbilt, who came the same afternoon to luncheon with the Duke and our party. We made an excursion to Brooklyn in the afternoon, and saw the site of the giant bridge which now spans the river. At the time of our visit there was only one cable stretching across, at a great altitude. Our Agent, Mr. Trowbridge, was very proud of having been one of the first to venture across in the workmen's pulley-basket.

At night a surprise visit was paid to the fire engine depôts of New York, and the wonderful celerity of the firemen, the rapid action of the splendidly trained horses, the quickness with which steam was got up in the engines, made a great impression on our party, especially the Duke of Sutherland, whose partiality for attending fires was notorious.

On leaving New York we were taken by one of the Pennsylvania Railroad steamers to their large depôt at Harsimus Bay, and this was our first opportunity of seeing the "corn elevators" at work. It was a new experience to me to observe how the loose corn in large volume was carried along the broad surface of rapidly moving endless bands, unprovided with any side edges—round curves—up and down gradients—in one continuous stream to its allotted space in these lofty erections, in readiness for further transmission by truck or steamer. A special train took us to Philadelphia. A new terminal station of the Pennsylvania Railroad had been recently opened, and a portion of the line constructed along the town on elevated arches—a considerable

**Pennsylvania
Railroad.**

—
**Corn
Elevators.**

advance on the mode of crossing streets on the level which we had observed elsewhere, and notably in the town of Elizabeth, in the state of New Jersey, through which we had passed on

**Philadelphia
City.**

our journey from New York. We went by train to the extensive coal and oil stores of the Pennsylvania Railroad, and then by water on the rivers Schuylkill and Delaware to the Pennsylvania Depôt, and afterwards to see the Company's large offices in Fourth Street, terminating our day at the Continental Hotel, after viewing Independence Hall, the Mayor's Parlour, the Academy of Arts, and the new Law Courts, with the splendid dome in course of erection, intended to be capped by a statue of William Penn, and claimed to be the loftiest public building in the States.

The installation of the electric light in the large saloons of the "Continental" was the first experience we had had of that mode of indoor lighting. It was startlingly brilliant, but the occasional flicker of the lamps was unpleasant

The brilliant white gleam had a remarkable effect on the black and white marble chequered floor, and on the black faces of the coloured waiters. Mr. Russell, our fellow-traveller, introduced us to his old friend, Mr. Childs, the proprietor of the *Philadelphia Ledger*, a newspaper of wide renown, and we were shewn over the *Ledger* office, which is one of the sights of the place. Mr. Henry Crosfield was charmed with the town and all its Quaker associations; he constantly commented on the kindness shown him, and eulogised "The Friends" to the disparagement of those who claimed descent from the Pilgrim Fathers whose treatment of the Quakers still ruffled him. Mr. G. B. Roberts, the President of the Railway, was among those who welcomed us to Philadelphia, and so was Mr. Griscome, then interested in the International Navigation Company, and Mr. Hickley, of the Baltimore and Wilmington Line.

Baltimore was the next point of interest. We made the tour of the harbour and saw the terminus of the Baltimore and Ohio Line, whence tobacco in large quantities was being shipped. Mr. G. E. Wilkins, of the Baltimore and Potomac Railroad, acted as guide to our party in our drive through the town and Druid Park. On the way I called and left my card with a gentleman named "Neal," who had written to me in New York asking if he and I were related. I could only tell him that our modes of spelling our names indicated no recent connection between our families.

At Washington we were surprised to find our train running along main streets in the midst of foot passengers and horse traffic—the bell on our engine clanging loudly to give warning of our approach. The splendid dome and commanding position of the Capitol impressed us greatly.

We paid a visit of ceremony to the White House, and were very courteously received by President Garfield. When I was introduced, he enquired how I spelt my name, which he thought would be "Neely." General Burnside took us under his care to the Capitol to see the House of Representatives and the Senate in session;—Mr. Blaine, the Secretary of State, arranged for a special Government steamer, the "Despatch," to take us to Mount Vernon. On board were the British Minister Sir Edward Thornton, General Sherman, the Attorney-General Mr. MacVeagh, Mr. Corcoran, Mr. Lincoln, and a large gathering of officers and officials and ladies. George Washington's house and burial place was, of course, our objective.

Next day, at the special request of Mr. Russell, we made a flying trip to Richmond. General FitzHugh Lee joined us *en route*, and pointed out the Rappahannock, and the scene of the hard fought battle of Fredericksburg, in which General Burnside, our friend of yesterday, was foiled in his attack on the Confederates. We visited the Capitol, the "Tredegar" iron works, and one of the largest tobacco factories. We were struck by the very large

proportion of black townspeople as compared with the other places we had visited.

"A good square meal"—as the newspapers reported—at the "Bullard and Exchange Hotel" brought to a close our visit to Richmond. Our train was accompanied by Mr. E. T. D. Myers, the General Superintendent of the Richmond, Fredericksburg, and Potomac Railroad.

The next day, at Washington, was occupied at the Corcoran Gallery, where Mr. Corcoran himself acted as our guide, together with Mr. Winthrop. The Patent Office, the Smithsonian Institute, the War Office, the Meteorological Office were all negotiated, and the visit to Washington was terminated by a dinner at Mr. MacVeagh's, the Attorney-General, who had previously acted as Counsel for the Pennsylvania Railroad, our fellow guests being Mr. Roberts, Mr. Cassatt, and Mr. Frank Thomson, all connected with that line.

From Washington we turned towards the north again, and travelling by the Baltimore and Ohio Line in the special train set apart by the Pennsylvania Company for our use, made a long halt at **Harper's Ferry.** to inspect the site of "John Brown's" fort, close to the point where the Shenandoah joins the Potomac. We also stopped at **Carlisle Indian Schools.** the educational establishment for sons and daughters of Red Indians, representative of very numerous tribes, under the charge of Captain Pratt—thence to Harrisburg and to New York. There we left our train to be sent on to meet us at Boston, while our journey was continued under the care of Mr. C. F. Choate, the President of the Old Colony Railway, and Colonel Burdon, the Manager of the Fall River Line of Steamers, in their palatial vessel the "Bristol," through the night to Fall River, and thence early in the morning to Boston (Brunswick Hotel).

On the Sunday morning we attended Service in Trinity Church, a vast and ornate edifice. The Rev. Phillips Brooks was the preacher, and we were fortunate in hearing the intellectual discourse of this celebrated divine. There was nothing of special railway interest at that time in Boston. We made a tour of the harbour, and had the railway depôts, elevators, and wharves pointed out; visited Bunker's Hill, Harvard University, the Cemetery of Mount Auburn, and at night returned by railway to New York in the very handsome sleeping saloons of the Boston and Albany Company, which were attached to our special train. Our night's rest was, unfortunately, constantly broken by the sharp and sudden stoppages made by our train at the numerous places where other lines of railway crossed ours on the level;—trains are obliged to stop at all such crossings, and we were nearly jolted out of our berths by the jerks we experienced. Mr. E. Gallup was the General Passenger Agent of the line, and he very kindly obtained drawings of the Company's sleeping saloon for me.

Boston at the present time has taken a very forward move in respect to the conveniences of city transit. A Special Commission, called the Boston

Transit Commission, being charged with the completion of the scheme of electrical railway subways—the use of steam is prohibited. The whole of the subways are lighted by incandescent electric lights and the stations by arc lights. The Commission issue annually reports as to the progress of the works, with elaborate illustrations of mechanical and architectural details.

Returned to New York, we were taken in charge by Mr Rutter and Mr. Towcey, of the New York Central and Hudson River Railroad, and re-entered our special train, to which Mr. Vanderbilt had his saloon attached, and in this latter we all joined his party at luncheon while passing along the beautiful scenery of the Hudson River to Albany. Here we parted company with the Vanderbilts, and were received by the Mayor of Albany; under his guidance we were shewn over the splendid Capitol in course of erection. Another of the American railway systems was then entered upon, the Delaware and Hudson Canal and Railroad Company, and under the charge of Messrs. C. F. Young and Voorhees we ran at very excessive speed, and with very great oscillation, along the elevated ledges overlooking Lake Champlain; enjoyment of the scenery was out of the question, and we were thankful when, at dusk we halted at Rouse's Point, where the enquiry from the Customs Officers, whether we had anything to declare, told us we had reached the border of the States and had entered the Dominion of Canada. Shortly afterwards our train, now in charge of Grand Trunk officers, was passing over the St. Lawrence, through the Victoria Bridge, and we found ourselves in Montreal.

Mr. Voorhees is, I believe, the same railway officer who in 1900 was responsible for the running of the Atlantic City Expresses, which I trust travel more steadily than was our experience of his expresses in 1881.

At Montreal we were most courteously received by Mr. Seargeant and Mr. Hickson, of the Grand Trunk Railway, who accompanied us next day on a trip to inspect the Victoria Bridge, which we had passed through on the previous evening. It was pouring with rain at the time, so that our intended inspection had to be curtailed. We went along the busy line of wharves, and visited the cathedral.

At night, under the charge of M. Senecal, the Manager of the Richelieu Navigation Company, we all went on board the steamer "Montreal," and, after twelve hours' steaming along the River St. Lawrence, arrived at Quebec. We were met at the landing stage by the Governor-General, Lord Lorne, attended by Captain Chater, and for two evenings were entertained at the Citadel by His Excellency who, it will be remembered, was nephew to the Duke of Sutherland. In the day we visited Point Levis, where, opposite to the Heights of Abraham, the terminus of the Grand Trunk Railway is situated. In Quebec we were received by the Nuns at their

**Hudson River
to
Albany.**

**Grand Trunk
Officers.**

Quebec.

**Lord Lorne,
Governor-
General, at the
Citadel.**

Convent of St. Ursula, and were shewn the skull of General Montcalm, the French General whom Wolfe defeated, which is one of the treasures of the convent. The Falls of Montmorency, the graving docks and harbour works were also visited. The kindness of Lord Lorne, Colonel de Winton, and the Honourable Mr. Bagot rendered our visit most enjoyable.

Mr. Knowles, one of our party, left us at Quebec, and returned home by the Allan Line Steamship "Polynesian."

Our reduced party, accompanied by M. Chapleau (the Premier), returned by rail to Montreal, travelling in our own special over the Quebec, Montreal, Ottawa, and Occidental Railway. The Duke undertook the duty of driving the engine part way, but, through no fault of his, it broke down, and we were very late in reaching the Montreal terminal station, called after the old Indian name of the place, "Hochelaga." Here the installation of the electric light was to take place that evening, and a very hungry and impatient gathering of Montreal business men greeted our arrival to the banquet supper, upwards of an hour behind time.

We had the pleasure of an introduction to Colonel Stevenson at Montreal, and by his good services were made Honorary Members of the St. James' Club. Mr. Seargeant, of the Grand Trunk, and Mr. Spicer took us in charge for a tour of the city and a visit to the park, whence a splendid panoramic view of the whole place is obtained. The rapids of Lachine were passed through on board the steamer "Beauharnois," and a luncheon at Mr. W. W. Ogilvie's* pleasant residence closed our visit to the town.

At night we travelled towards Prescott, intending to view the Thousand Islands, but fog—a very heavy, clinging fog—prevented our intended steam trip, and we had to continue in the train to Toronto. Mr. Spicer's private car for travelling and inspection was attached to our train, and I availed myself of his polite offer to occupy it during the night journey. It was a most comfortable construction, fitted up for day hotel life, and at night, with two separate apartments, with baths and every comfort; I rather envied the Canadian Superintendent of the Line the facilities thus attached to his office.

At Toronto I was shewn over the Great Western Station, and over the town by Mr. Spicer. We were the guests of Lieut.-Governor Robinson. Proceeding by rail to Niagara in the afternoon, our first object of interest was the grand bridge across the river, consisting of a double tier, railway above and roadway below. The structure has since been supplemented by a notable cantilever bridge, rivalling the Forth Bridge in its apparently perilous position. Mr. Swinyard, formerly of Euston, and Mr. F. Broughton, the General Manager of the Great Western of

*Mr. W. W. Ogilvie died in January, 1900; in the newspapers of the day he was described as the Flour King of Canada.

Canada (sometime of the Ulster Railway, but more recently of the Mid-Wales), met us at Clifton House. During our visit to Goat Island and the Falls I was struck by a daring piece of advertising on the part of the American Railways. During the continuance of severe frost their Advertising Agent had managed to secure amid the rocky surface of one of the islands, just above Niagara, unapproachable at ordinary times, a huge painted signboard—"Go East by Erie." This not only had braved the winter of 1880, but remained in its inaccessible position till the year 1887, when I received a friendly note from Mr. John A. Abbott (now become Chairman in Chicago of the Western States Passenger Association), who had sent me a photograph of the site in September, 1881, telling me that the old sign of the Erie, which I had mentioned in my American and Atlantic Notes, and "which had defied the elements and the ingenuity of man for quite a while had at last disappeared;" and, thinking I should feel interested in its fate, he sent me a newspaper cutting containing the following:—

CLAMBERING ON NIAGARA'S ROCKS.

JACK McCLOY RISKS HIS LIFE TO RID THE SCENERY OF A RAILROAD SIGN.

BUFFALO, N.Y., Nov. 26, 1887.

In the winter of 1880 an advertising sign was placed by the Representative of the Erie Road, on a plank on one of the islands in the rapids in the Niagara River. The approaches to the island are all dangerous in the extreme, being covered with low cedar bushes. The sign has long been an eye-sore to the Commissioner of the Reservation, and a reward of 100 dollars was offered to anyone who would push it off so it would go over the falls. Between nine and ten o'clock yesterday morning, Jack McCloy, a well-known local character, availing himself of the opportunity offered by low water, made his way to the island, a rope being tied around his waist, and held by persons on shore. The peril was great, as the rocks were slimy, and the water, though low, running at the rate of twenty miles an hour. He succeeded in reaching the island, and with a steel drill which he carried with him, the sign was removed and cast into the cataract. The return journey was somewhat easier with the aid of the rope. McCloy was loudly cheered as he stepped on land.

The words of Dr. Russell in his account of our journey to Niagara, etc., in *Hesperothen* were remarkably prophetic; he says—

Niagara Falls. "There was among the serious-minded and practical a general impression that Niagara was having too much of its own way, and that it ought to be turned to better account. As a reserve of force the ultimate destiny of that great power may be safely predicted. Niagara will turn machinery."

And so it has; but for the production of a still further force—that of electricity.

At Niagara we spent two days, the Clifton House being headquarters. We parted with Lord Stafford here; he returned to Quebec, and thence arranged to meet us again in New York.

Our route took us to Buffalo—over a portion of the New York Central, under the care of Mr. Burrows—the train passing, entirely unfenced, through the

Buffalo. main market place of that busy city. Mr. Towcey once more
Lake Shore met us, and transferred us to the courteous care of Mr. John
Railway. Newell, the Manager of the Lake Shore and Michigan Southern
Mr. John Newell Railway, whose kind reception of our party when in Chicago
 we cannot easily forget. Our destination for the night was Kennard
 House, Cleveland. Mr. Newell showed me over the Cleveland Station,
 and gave me much information as to the baggage checking system, and
 station arrangements generally. He told us how the oil industry was
 the real foundation of "Euclid Avenue," the noted roadway of the town, lined
 with noble residences. We were much amused at one of the town factories
 at the wonderful rapidity with which, minute after minute, the oil barrels
 were turned out—constructed, completed, painted, and trundled into position.
 We were surprised to find the great distances which the oil pipes, converging
 at Cleveland as headquarters, were carried from the original oil wells to the
 final output—80 to 100 miles being not unusual.

Among those who welcomed us to Cleveland was Mr. Amasa Stone, the
 original constructor of the station, and a gentleman largely interested in the
 Lake Shore Railway and the Petroleum industry.

Toledo was our next halting place—Boody House Hotel. We there
 sailed down the River Mawmee, and inspected the elevators of the Wabash
 Railway. A heavy flood had recently put the lower part of the
Toledo and city seven feet under water, and the ice had swept away the
Detroit. wharf at the depôt.

From Toledo we travelled by the Canada Southern, one of the
 two competing lines, running almost parallel to each other the whole
 distance to our destination—Detroit. Our train was drawn by a newly built
 engine called "La Fontaine," designed by an engineer of that name,
 described by Mr. Frank E. Snow, of the Canada Southern
La Fontaine Line, as "one of the most wonderful productions of the age ;"
Engine. the driving wheels being placed high up on the engine frame,
 and constructed to revolve upon the tyres of the two lower wheels.
 M. La Fontaine contended that the revolution of his driving wheel on
 the moving surface of the lower wheel gave an undeniable increase of speed
 to the locomotive. He certainly carried out his promise to draw our train at
 sixty miles per hour. I was favoured with a call from Mr. La Fontaine early
 in 1900. I found he was still a firm believer in the system of his locomotive
 machine, but he had given up the manufacture, and had turned his attention
 to more profitable businesses.

From Detroit, where we saw the arrangement by which the vehicles of
 the Grand Trunk Railway were shipped across the river to the Canadian town
 of Windsor, we travelled through the night by the Michigan Central, under
 the care of Mr. Ledyard, the General Manager, to Chicago, the Grand Pacific
 Hotel being our headquarters there. Among the railway-men of note to

Chicago. whom we had introductions was Mr. Marvin Hughett, of the Chicago and North-Western Railroad, whose agent in England, Mr. Everett, was a personal friend of mine. The *Armor porcorum* slaughtering yards attracted the attention of some of our party, under the guidance of the Mayor, Mr. Harrison (who, by the bye, lost his life by assassination some years later), but I preferred a visit to the printing works of Rand McNally, by whose courtesy I was shewn their publications, illustrating by coloured block diagram the new mode of conveying statistical information to the eye instead of elaborate sets of figures. At night we were admitted to the *Tribune* Office where the New Testament Revised Edition, then being telegraphed from New York, was being set up in newspaper form for issue on the morrow (Sunday).

At dinner we had the company of Generals Sheridan, McDowell, and Forsyth, together with the British Consul, Mr. Warruck.

The town of Pulman, a few miles from Chicago, shewed us how rapidly large manufacturing works could be run up, accompanied by the modern town accessories of Library, Mechanics' Institute, Schools, and Hospitals, all the gift of Mr. Pulman to the town thus named after him. We saw all over the carriage works and factories, and also passed through the mills allotted to the making of highly commended paper wheels for railway service.

Thence by the Chicago and North-Western Line to Milwaukee, where we met the Honourable Alexander Mitchell, a Scotchman, originally from Inverness, who had been largely instrumental in the construction of the railways in this portion of Wisconsin. We dined as Mr. Mitchell's guests at Plankinton House Hotel, and met there a son of Mr. Bruyeres who had settled in the neighbourhood.

Mr. Merrill was the Manager who next piloted us, and we travelled through the night by the line of which Mr. Mitchell was president—the "Chicago, Milwaukee and St. Paul" route—to St. Paul. The line was described by Mr. Butler Duncan as one of the most interesting enterprises in the country. We crossed early in the morning, the noted Mississippi at La Crosse. At St. Paul we were taken in hand by Mr. Drake and were introduced to General Sibley. Minneapolis was visited, and we saw the vast Pillsbury mills, described as "the largest on the planet," and also the extensive timber—"lumber" they called it—factory, worked principally by the water of St. Anthony's Falls.

The prairie country was the continuous scene of the following day. We travelled by the Chicago, St. Paul, Minneapolis and Omaha Line. With us were two of the Drakes, the elder of whom had been the pioneer of railways in Minnesota, and it was interesting to hear his account of his difficulties and experience in founding the line. Mr. Drake, junior, his nephew, was the commissioner for dealing with the purchase and sale of the prairie lands on behalf of the St. Paul and Sioux City Railroad. They stretched right and left of the line

without fencing of any sort ; the rich virgin soil was being broken up on all sides. "Breakers" were advertised for at all the stations. We reached Sioux City late at night over a very rough track, on which our North-Western engines would not have "remained," but the American bogie-framed locomotives kept the road, though our vehicles surged up and down unpleasantly. Morning found us at Council Bluffs, with Omaha on the opposite side of the Missouri.

Rough as the travelling had been over night, we were doomed to experience a worse state of things next day in Iowa ; the Missouri had been in very heavy flood, and the railway near to its banks was simply dislocated. We started, under the care of Mr. Council Bluffs. Barnard, by the Kansas City, St. Joez, and Council Bluffs Line, Missouri in flood. but after a while it became necessary to leave that route and adopt another course, adding about seventy miles to the ordinary distance ; by means of this "Burlington route" we reached St. Joez and Kansas City, where we stayed at Coates House Hotel, which we found both rough and crowded.

This was the most westerly point we made, and here our party broke up—the Duke of Sutherland, Sir Henry Green, Lady Green, Dr. Russell, Mr. Stephen, and Mr. Wright going further west to San Kansas City. Francisco, while Mr. Bickersteth, the two Mr. Crosfields, and myself turned eastwards and towards home.

Mr. Drake also left us at Kansas : he was a most intelligent companion, every mile of the ground we passed over in his company was well known to him as Land Commissioner ; he was also interested in the Mr. Drake, Land Sioux Falls Mills. Subsequently to my visit he told me that portions of the rocks near these mills proved to be of a very hard nature and unusual type ; on sending samples to Missouri Falls. metallurgists, they informed Mr. Drake, much to his surprise, that they were jasper. Since that date his works have been dealing with some singular and unique specimens, from Arizona, of petrified trees, now transformed into agate and chalcedony of remarkable beauty of colouring : red, blue, yellow, and purple of every imaginable shade and variation, the bark and original rings of growth, changed to spar-like silicate, being plainly visible. With infinite labour these fossil tree trunks are sawn across and into slices an inch and a half in thickness, and are worked into slabs for table centres, clock cases, and other decorative works of art.

Our route from Kansas was by the Missouri Pacific (Mr. Talmage, General Manager) to Sedalia, and along the banks of the Missouri from Jefferson City to St. Louis.

The splendid bridge across the Mississippi, just below the junction with the Missouri, is one of the main features of St. Louis. Landing stages exist

St. Louis. all along the river frontage, the river itself is alive with stern-wheel steamers. I should have liked more time to have examined thoroughly the large Central Railway Station, called the Union Dépôt, where all the lines serving St. Louis concentrate. There are no platforms; the trains stand like rows of 'buses, and the passengers enter by the rear, passing through the trains to their carriage seats.

Another night journey through Terre Haute and Indianapolis brought us to Cincinnati on the Ohio, where Mr. Waite, of the Pittsburgh Railway, took us in charge.

On Monday, 30th June, we left Cincinnati by the Little Miami Railway to Xenia and Columbus, thence by the "Panhandle" route to Pittsburgh.

Pittsburgh. This title is a short one given in consequence of the similarity to a pan handle of the lines on a map, and far shorter than its real title of Cincinnati, Indianapolis, St. Louis, and Columbus Railroad. Pittsburgh is situated on the River Monongahela; it lies low and, like Cincinnati, has a service of elevator-railways by which the heights around the town are reached. It is a huge, black, smoky business centre. Mr. Pitcairne, of the Pennsylvania Railroad, received us, and shewed us over the gravitating sidings which are provided here. He took us under his charge to Altoona, passing through the Alleghany Mountains and round the celebrated Horse Shoe Curve. At Altoona we were met by Mr. Theodore N. Ely, and shewn over a portion of the works at night, where the installation of electric lighting had recently been effected.

Next morning Mr. Frank Thomson met our party and took us over the entire works, shewing us the construction of their wheels and axles. "Phosphor bronze" was the new metal combination to which he particularly directed our attention, as well as the production of iron wheels for wagons and carriages cast in one-piece tyre and all, the tyres being subsequently "chilled." After a very interesting morning we left Altoona about mid-day, and made our last railway trip in the States. Once or twice on this journey we were pulled up experimentally, the engine being brought to a stand, through the application from our carriage of the Westinghouse Brake, the cord actuating it passing through the centre of the carriage within easy reach of any passenger.

Most courteously were we entertained by Mr. Thomson, Mr. F. W. McCrea Jackson, Mr. Pugh, and other Pennsylvania railway officials. We passed through Philadelphia and reached the New Jersey terminus, parting with our special train and our special friends with much regret, having completed upwards of 5,500 miles during our very pleasant visit.

At New York we stayed on this occasion at the Windsor Hotel, but the spare day at our disposal was spent by me in calling, with our Agent,

**Return to
New York.**

Mr. Trowbridge, upon the Chief Shipping Agencies—the White Star, the Inman, the Cunard—as well as upon the Representatives of Cook, Jenkins, and Gaze: with a visit of farewell to Mr. Rutter, Mr. Abbott, Mr. Bond, and others, many of whom were invited by the Directors to meet them at dinner on the evening prior to our home sailing.

On Saturday, 4th July, Lord Stafford having rejoined our party, we left New York by the White Star Liner “Germanic”—Captain Kennedy. Among our fellow passengers were Messrs. Winans, of cigar-ship enterprise, and Mr. Leland Stanford, Governor of the State of California, who took much interest in the action of horses, and had adopted an arrangement anticipatory of the kinetoscope for photographs of the progressive movements of horses in walking, running, leaping, etc., obtained by special series of photographic snapshots actuated by the animal’s own passage along the prepared course. An album shewing results was a source of interest to the *voyageurs*.

**Fellow
Passengers
by the
“Germanic.”**

Our daily record was as under :—

1st day after leaving New York	...	...	344 miles.
2nd “ “	...	...	345 “
3rd “ “	...	...	339 “
4th “ “	...	...	365 “
5th “ “	...	...	351 “
6th “ “	...	...	359 “
7th “ “	...	...	385 “
8th “ “	...	...	352 “
Queenstown arrival	...	2840	“

At Queenstown we were met by Mr. Ismay. Mr. Stirling, our Agent, also came on board anxious to know what fresh development would arise in the struggle for the American traffic as a consequence of our visit.

We continued on board the “Germanic” till our arrival in the Mersey, where a special tender was courteously provided for us; our party, on return, only included Lord Stafford, Mr. Bickersteth, Mr. H. Crosfield, Mr. G. Crosfield, and myself. Ascertaining that our Monthly Officers’ Conference was being held at Bowness, I sent a telegram announcing our safe arrival, together with my best wishes for a pleasant day, as this summer gathering usually terminated in a friendly excursion and dinner party.

**Arrival at
Liverpool.**

Now while I found occasion to comment on the very free mode of railway signalling and railway running in America, on railways crossing each other on the level without any main signals and an almost entire absence of distant signals, while level crossings used by the public across the

railroad had only a warning that people using it must "look out for the locomotive," yet the Americans were ahead of us in many of the plans they had adopted; some perhaps exclusively serviceable for their own mode of transport, but others from which we might take lessons. Among the former I may mention the "Miller" platform, a firm connecting passage way between the vehicles; the "Janney" coupling, an automatic clutch which kept the vehicles together and avoided all screwing up of carriage shackles, thoroughly suitable for corridor trains, the adoption of which for English traffic seemed, in 1881, remote. Among the developments which were applicable to our rolling stock was, the continuous brake on their passenger trains, the interior fittings of their saloon carriages, the convenience of their sleeping cars the economy of space in the lavatories on the cars; the lifting seat, etc., these were obvious advantages, and have been very generally followed by our carriage builders—but our electrical engineers have never grappled with the idea so generally in force on the best lines in America of protecting the line by electric insulation of the ordinary rails through tunnels. By the American system, so long as any pair of wheels was across from one rail to the other, the signal protecting the tunnel remained at danger. I pressed this system under the notice of Mr. Fletcher, our electrician, but difficulties were always alleged, the chief one being the fact of our carriage wheels being formed with wood block centres, and consequently not affording a continuous circuit. On one or two of the lines automatic electric signals were in operation for short busy sections, and it was curious to observe the rise and fall of the dwarf signals called "Nigger Heads"—our people would have called them "Tommy Dods"—as the trains passed on to and off the sections of electric protection.

The plan of whip-cord pendant gauges as warning to the brakemen who travel on the freight car roofs when entering tunnels was not applicable in this country, but a trial was given to it at a low foot-bridge in Carlisle Station as a warning to men attending to roof lamps on the carriage tops; its advantages were not appreciated.

The plan of pneumatic actuation of signal and point levers was not in use at the time of our visit—indeed, raised and concentrated signal boxes were very few, and very far between, at that time.

I was indebted to Mr. F. B. Clarke, of the Chicago, St. Paul, Minneapolis, and Omaha Railroad, and to his confrère, Mr. A. V. H. Carpenter, of the Chicago, Milwaukee, and St. Paul Railroad, for much information and a complete set of forms for the system of baggage checking for long journeys and interchange between lines.

During our journey occasional questions arose as to the hour of the day, local time and the railway time not infrequently differing. As the railway has, in England, been the great promulgator of Greenwich time as a standard for the whole country, so in America the railway authorities have settled the standard time for the broad expanse

of country from ocean to ocean. Dating from November, 1883, four separating divisions have been adopted—"Eastern time," "Central time," "Mountain time," "Pacific time"—and the dividing points are all given in the Travellers' Official Guide, shewing the times adopted by the various railroads.

It is impossible to over estimate the kindness and attention shewn to us by the representatives of the American and Canadian railways, and other public bodies in connection with this trip. It was, of course, to a large extent the name and popularity of the Duke of Sutherland which led to this display of attention. As an amusing reflex of the popular enthusiasm shewn towards His Grace in some towns, we heard that the Duke's piper (who was with us in Canada), when viewing the Falls of Niagara, enquired whether it was always like this or had it been specially put on for the Duke! On our journeys our specific hotel address was not at all times known—a telegram addressed "With the Duke's party" was sufficient. One telegraphist, however, probably hearing of the Duke's mineral wealth, sent a communication addressed to the Duke of *Sulphurland!*

The task I had to perform from time to time in acting as intermediary between our party and the railway authorities brought me into close and friendly relation with very many of the officers of the lines, and it was impossible not to be impressed with the bright intelligence of these men, and their rapid appreciation of new ideas. With many of them I have kept in touch for years. Some of them from time to time have visited England on their trip to the Continent, and it has afforded pleasure to our Directors to extend to them similar courtesies, for travelling in this country, to those we received in America.

The Pennsylvania Railroad Company has been accustomed, at intervals, to send over some of their rising officers to keep themselves *au courant* with all the improvements Crewe and Wolverton were able to show in rail manufacture, engine construction, signalling, or carriage building. Two of their officers, Mr. Cox and Mr. Wilson, were over the line for three weeks in 1882, the year after our visit.

The Mr. Vanderbilts, Mr. Frank Thomson, Mr. Cassatt, Mr. Griscome, Mr. Thos. N. Ely, Mr. Chas. E. Pugh, Mr. John Newell, Mr. Wilkins, of Baltimore, Mr. Myers, of Richmond, Mr. Miller (patentee of the "Miller" Coupling Platform), Mr. Geo. Westinghouse are among those who have visited us, some passing through as tourists, some more intent on acquiring information as to railway progress. With all whom I have had occasion to correspond I have found the same ready willingness to impart information as I experienced personally in the States. Time has thinned the ranks of my correspondents sadly, and the places held by Mr. Frank Thomson, Mr. Rutter, Mr. Towcey, Mr. Merrill, Mr. Newell, Mr. Marvin Hughett, and many others are held now by others unknown, for the most part, to me.

Shortly after my return from America, probably in consequence of the criticism I had made as to the insecurity of railway transit at level crossings

Crossing
"at grade"
in the town of
Elizabeth.

in the States of one line by another, I received from Mr. Frank Thomson the plan of such a crossing existing in the town of Elizabeth, in New Jersey, where tall buildings had risen up on both sides of the crossing, which was not a railway crossing

only, but a busy carting thoroughfare in two separate directions. It was sent as a puzzle, and I had to return the papers, stating that short of a very costly diversion of lines (the only real remedy) I could suggest no better course than that they had adopted of bringing the trains by signals to a dead stand, and passing them over the crossing under the direction of a flagman.

Another communication reached me some years afterwards from railway representatives in America; early in the year 1893, prior to the World's Fair at Chicago, I was invited by the Committee of the World's Railway Commerce Congress, at Chicago, held under the auspices of the World's Congress Auxiliary of the World's Columbian Exposition, to send them a paper on "the influence of railways upon the settlement and development of new countries." Mr. G. R. Blanchard was chairman of the Committee, Mr. Horace R. Hobert the secretary. In my communication I told them that I could not imagine a more inappropriate selection! All my life had been connected with busy districts and railways in complete organization. Not wishing to disappoint the Committee, I communicated with two gentlemen whose lot had led them to deal with railways in somewhat undeveloped countries, Mr. Livesey, of the Narrow Gauge Welsh Line, and subsequently of the Donegal Railway in Ireland; and Mr. Morrison, who had at one time been chief assistant to Mr. John Anderson of the Callander and Oban Line, and subsequently General Manager of the Algeciras Railway near Gibraltar. With their remarks, incorporated as separate papers, I put together a communication on the somewhat uncongenial subject of the development of railways in new countries.

1881. In April, Mr. George Turner vacated the post of Joint Superintendent of the West London and West London Extension Lines at Kensington, and my brother, Mr. Kingston Neele, resigning his position under the Great Western Company, at Bristol, was appointed to succeed.

In September, Mr. W. L. Pearce, the Joint Superintendent of the Great Northern and London and North-Western Line at Melton Mowbray, resigned, having been appointed General Manager of the Government Railway of Ceylon, and Mr. Arthur John Mason, who had been for some years in my office as one of the out-door cadets was selected to succeed him.

Mr. Mason retained the position till his death in October, 1899. Mr. Pearce retired in 1901, and was succeeded in Ceylon by Mr. Geoffrey Greene, who had been on my out-door staff for some years.

Another of the staff connected with my office was Mr. Monckton, and

to his charge was committed a new department, that of extending the advertising receipts by taking advantage of any sites for out-door advertising on all portions of the Company's premises not included in Messrs. W. H. Smith & Sons' concession. His vigilance and energy brought him not infrequently into conflict with outsiders. His office was in the West Lodge at the station entrance in Euston Road, one of the two buildings erected as ornamental lodges, right and left of the approach road passing under the new hotel.

A representative of Messrs. Barnum waited on me towards the close of the year with the first crude idea of visiting this country with their mammoth show.

Barnum's scheme for train accommodation. His scheme suggested a train of carriages and vehicles fitted up to carry all the animals, and to act as a sleeping place for the whole of the employees, travelling to the various destinations in Great Britain, the train to be so constructed that it could be loaded at one end and all the occupants, animals and men, able to pass along the centre passage-way to and from their respective apartments. I cannot say that at that time the scheme was warmly entertained at Euston, we heard nothing more of it till 1891.

We had a full share of celebrities over the line again this year.

In addition to the Empress of Austria travelling to Wrenbury, the Duke of Buckingham, our quondam chairman, had a special train to Buckingham in connection with the reception accorded to him on his return from India, where he had acted as Lieutenant-Governor of Madras, under the Beaconsfield Government. On August 3, Prince and Princess Christian visited Watford, and later in the month, after interviews with General Probyn, the train arrangements for the visit of the Prince of Wales to Liverpool, and to Scotland, were completed. The Prince and Princess left on the 7th September, by special train, under my charge. The train stopped only at Nuneaton, and the Royal party alighted at Edge Hill, where Lord Sefton and several of our directors met them. The young Princesses went to Knowsley, their Royal parents to Croxeth Hall.

Next evening the Princesses took their beds in the sleeping saloons at Edge Hill, whence, at 11 o'clock, the Prince and Princess also departed, and we made the journey to Perth.

On the 28th September, H.R.H. the Princess Louise left London for Ballater by special night saloon.

Telegrams late on 9th from Colonel Clerk informed me that H.R.H. the Prince of Wales had arranged to return on 10th October from Scotland to London. I made a special journey to Carlisle, and then found by telegram some considerable change in the times of his return. Same night, however, the necessary arrangements were completed, and we made a very satisfactory run, through the night, to London. Subsequently the Prince went to Swansea, but our route was but little affected.

On 13th November, H.R.H. Princess Louise again travelled by the

London and North-Western, and on this date, Sunday, I saw her start from Euston for Chester. On the 20th she and the Marquis of Lorne again patronized the London and North-Western, Lord Walter Campbell also accompanied them : they were fellow-passengers with me by the Down Limited Mail as far as Carstairs. I was on my trip to Ballater. At Perth I had the pleasure of meeting Dr. Marshall, who had formerly frequently been one of the suite in attendance on the Queen.

On 12th December, I had the duty of receiving both the Duke of Edinburgh and the Duke of Albany at Euston, and of travelling by their train as far as Rugby, *en route* for Manchester.

There were no very important extensions of line, during 1881, on the London and North-Western system.

A new direct route, between Walsall and Wolverhampton, was opened on 1st March, formed by two small junction lines on the old Grand Junction, one from Pleck Junction to Darlaston, the other from Portobello to the Stour Valley line close to Wolverhampton. The services between Wednesbury *via* Princes End to Wolverhampton, and that on the Darlaston Branch were revised to meet the altered circumstances. Wood Green (Old Bescot) was opened, or re-opened, on 1st February, and a new station at Pleck on 1st October was added for accommodation of the same district.

A short line from Parton to Distington on the Whitehaven, Cleator and Egremont Joint Railway was, on 1st June, opened for traffic.

On 1st July, the Watford and Rickmansworth Line was vested in the London and North-Western Company.

On 5th September, the Liverpool Suburban Line was extended from Walton to Alexandra Dock, and the train service separated so as to serve Canada Dock terminus on the one hand, and, on the other, Balliol Road (Bootle) and Alexandra Dock, the latter name being substituted for the former title of Atlantic Dock.

The progress of **doubling the main line** was being pressed forward by the engineer, and in August the two additional lines between Bletchley and

Progress in
Doubling
Main Lines,
1881.

Roads were opened for goods and mineral traffic. This system of doubling the lines near large stations afforded much relief in the train working, and was welcomed at all points.

The doubled lines between Warrington and Winwick were opened in April ; those between Walsall and Ryecroft Junction were also completed, and two additional lines between Northampton and Kingsthorpe were in hand.

On December 1st, the line between Northampton and Rugby (16 miles) was opened for local traffic with four trains each way, serving intermediate stations at Althorpe Park, Long Buckby, Kilsby and Crick. The old station

Crick, on the main line, having been re-named Welton on 1st August in anticipation of the opening.

On 1st April, the line at Blaenau Festiniog was extended to a point close to the terminus of Mr. Spooner's very-narrow-gauge line—"The Toy Railway" for Tan-y-bwlch, and an hotel for tourist accommodation near the terminus was added, on 1st August, to the list of the Company's hotels.

In July, the extended frontage of the Euston Hotel, connecting it with the Victoria Hotel was completed, and the united building henceforward **Euston Hotel.** was distinguished as Euston Hotel, East Wing and West Wing.
New frontage,
July, 1881.

Luncheon Baskets are, for the first time, announced in the December Time Book, as obtainable at Euston, Rugby, Stafford, Crewe, Liverpool, Holyhead, and Preston, price 3/-. Chester and Perth had previously been the only stations at which they were obtainable.

The Irish Boat Train, North Wall connection, commenced leaving London at 6.30 p.m., instead of 6.0, on 1st July. The relations with the City of Dublin Company were by no means so friendly at this time as they had heretofore been, and they took the question of differential fares before the legislative authorities, with a view to a fixed understanding between the two routes. Their counsel was the noted ex-American barrister, Mr. Benjamin. I heard his closing speech, in which he very cleverly illustrated how a divergence in views might arise on the same basis of fact, from the facets of a diamond glittering in various directions yet all the time reflecting the same beam of light.

In February, the Midland Company resumed running passenger trains from their Green Ayre Station, into the London and North-Western Castle Station at Lancaster.

A few changes took place among the officers in the Goods Department; in April, Mr. G. Hitchens is appointed to Camden *vice* Mr. J. F. Mason. Derby, Burton, Coventry, Leicester, Rugby districts are placed under the care Mr. R. D. Sharpe of Rugby. Stafford, Crewe, Sandbach, Winsford districts are placed under Mr. H. Sheppard, Crewe, while in December the Nottingham, Newark, Melton Mowbray and Lincoln district is given to Mr. W. Bingham *vice* Mr. H. Smyth, Mr. Murfin acting as the Company's Representative at Sheffield.

In the Clearing House the following changes and appointments are recorded in the Superintendents' minutes: In January, Mr. A. Young for the Cardigan and Carmarthen. In April, Mr. J. W. Szlumper *vice* Mr. I. Smedley for the Manchester and Milford line; Mr. Irvine Kempt *vice* Mr. H. Ward for the Caledonian Railway. In October, Mr. G. R. Curson for the Lynn and Fakenham.

In the course of the year, at occasional meetings, we find new rising men appearing as representatives. Mr. Palmer for Lord Sackville Cecil, Mr.

Cooper for Mr. Mathieson (Glasgow and South-Western), Mr. Burlinson for Mr. Tyrrell (Great Western), Mr. G. Mason for Mr. Cockshott (Great Northern), Mr. Nettleship for Mr. Robertson (Great Eastern), Mr. Shepherd for Mr. Lewis (Cambrian Railway), Mr. Potts for Mr. Kempt.

The proposals for altered rates for parcels, in view of Post Office suggestions, were under discussion early in the year.

The period of time for **Tourist Tickets** to be available was again debated. Two months being ultimately agreed to very generally, but, notwithstanding vigorous protests against the plan, some of the Companies determined to make them available without any excess payment up to the 31st December.

In May and June meetings were held to discuss the revived question of uniformity in head-lights and signboards for engines. The Midland **Engine** handed in a diagram of their head-lights, all formed by **Head-Lights**, varying the position of two or three white lights. We submitted ours, a combination of white and green, the former for passenger trains, the latter for goods.

It appeared to be a case where uniformity was not essential, and it was left for each Company to deal with its own system freely; the owning Companies to arrange with running Companies, and the Working Appendix to Rule Book to give the needed information as to the colour and position of head-lights to be carried.

Mr. Needham, of the Midland Company, was elected chairman for the year 1882.

1882.—Following on the opening of the line between Northampton and Rugby, with its four local trains each way, the portion between Roade and Northampton was brought into use on 3rd April, 1882, and many of the express trains to and from London were appointed to take this route, and thus place Northampton on a main line between Rugby and London.

The line, while it avoided the long tunnel at Kilsby at one end, was unfortunately schemed at the other end so as to leave the old main line at Roade, where a very deep cutting was entailed through excessively slippery and rocky ground on the east side of the old London and Birmingham Line, and approached Northampton through a tunnel 1,200 yards long, under Hunsbury Hill, near an ancient earthwork called Danes' Camp. Emerging from the tunnel, this new line crossed over the old line from Northampton to Blisworth at a considerable elevation. At this place a combined signal box was constructed, which, so far as I know, was the first of its kind, the chain of block telegraph signalling being carried on in it both for the upper and the lower lines.

The treacherous waterlogged nature of the soil through which the line at Roade Cutting passed very early made itself manifest, as the traffic had

HENRY WARD.



E. M. NEEDHAM.



P. W. DAWSON.



A. CHRISTISON.



IRVINE KEMPT.

Roads Cutting. barely been using the route for three weeks when a considerable slip occurred, and for a week or ten days the trains had to revert to the old route *via* Blisworth to Northampton. At a later stage this troublesome element made itself more injuriously apparent, and a very serious landslide took place. Mr. Stevenson, the engineer of the line, determined that there should be an end, once and for all, of the difficulty; and the huge retaining escarpments now visible, covering the former grey stone cliffs, together with strong girder framework extending over the lower line, are calculated to avoid any future trouble at this particular point.

Placing Northampton on the main line route led to considerable improvements in the service between London and Market Harborough and Melton Mowbray. In July a new service was announced extending to Newark and Doncaster, *via* Stathern, over the joint line and the Great Northern route. The supervision of the North-Western Company's interests over the joint line remained in the hands of Mr. Purcell of Northampton, while Mr. Arthur J. Mason at Melton Mowbray was the officer in charge of the joint line itself.

The Time Tables for February contain the first notice of the adoption of 6d. per package as the charge for **delivery of passengers' luggage** in London to residences and hotels, the same arrangement also applying to the towns of Liverpool, Manchester, and Birmingham.

Following the arrangement in force between Watford and London, an hourly service of trains calling at all stations on the Stour Valley was brought into operation in March between Birmingham and Wolverhampton, and the same system was put into force between New Street and Harborne at the same time.

The system is an excellent one where other traffic is light, the branch short, or where there are relief lines for expresses, both goods and passengers, to travel upon. Otherwise the occupancy of the lines by a stopping train causes much retardation; and while in leaving a quasi terminus such as Birmingham the system worked with fair smoothness, yet in the opposite direction, from Wolverhampton, the late arrival of express trains from the North interfered very gravely with the system.

The Wolverhampton District was also dealt with by the opening of the Aston and Stechford Line, by which the passengers from Walsall and Willenhall, *via* Bescot, to London avoided the detour into and out of Birmingham, and through carriages were run, being attached to and detached from the main line trains at Stechford. This opening took place in March, and on the same day the semi-circular line between Denton and Droylsden was opened, by which, for the first time, connection was afforded between the Victoria Station in Manchester and the London and North-Western Line south of Stockport and Heaton Norris.

The new connecting line at Wortley by which a communication,

principally for passenger traffic, into the joint new station at Leeds was established, was also brought into operation in March. In July the deviation at Wolverton, by which the main line was carried far outside the carriage works, was completed, and the line from Newport Pagnell brought to a junction at the new passenger station; the list of new lines dealt with during 1882 concludes with that of the line to Over and Wharton, a short line of two miles, leaving the old Grand Junction Line at Winsford.

In November a splendid hotel, the joint property of the London and North-Western and the Lancashire and Yorkshire Railways, closely adjoining Preston Park Hotel, Preston Station, and overlooking the valley of the Ribble, was opened to the public. Its position is most commanding, its architecture very substantial, but the running of fast through trains between England and Scotland has done away with any need for half-way houses, such as it was originally thought this hotel would so satisfactorily supply.

On 13th March I had the honour of reading a very full account of our American tour to a crowded gathering in the Shareholders' Meeting Room at Euston Station. It is published as a portion of my "Atlantic and American Notes." The Duke of Sutherland was present, with other of the directors and officers. Mr. Finlay Dun took a special interest in the paper, and very kindly discussed various points with me afterwards. This lecture was supplemental to the paper I had previously read at the Officers' Conference, which had dealt almost exclusively with railway technical experiences and details.

There was a sad element connected with the reading of this paper, owing to the death, under very painful circumstances, of our fellow-traveller, Mr. Henry Crosfield: he was highly esteemed by all the members of the Board, and his name remains in remembrance at Euston by the following record on his memorial bust in the half-yearly meeting room :—

HENRY CROSFIELD.

This bust embodies the unanimous vote of the proprietary of the London and North-Western Railway in grateful acknowledgment of more than 30 years distinguished services, especially as their Auditor, to which office Mr. Crosfield's singular gifts gave an exceptional prestige and power.

18TH FEBRUARY, 1882.

The question of the **American traffic** continued to be very much *en evidence* in our traffic arrangements. Omnibuses were announced to run for special parties between Lime Street and the Liverpool Landing Stage. Numerous propositions were debated with Mr. McIver and Mr. Ismay as to using Holyhead for a port of call for the Atlantic liners, and avoiding the delay occasionally attributable to fog and the want of water over the Bar in the Mersey. Mr. Black was active in getting up a syndicate for a line of steamers between Holyhead and Long Island, a point of departure in America often discussed as affording the shortest possible route between the two countries

**American
Traffic.**
—
**Omnibuses
in Liverpool.**

The Time Tables of the year shewed evidence of the American influence. The Pennsylvania, Chicago and North-Western, the Erie, the New York Central and Hudson Railroads appear, with their respective officers names and their Liverpool representatives, on a separate railway page; and subsequently the Atcheson, Topeka and Santa Fe Railroad is added, Mr. S. Nugent Townshend being their English representative. He had been very active in giving a reception to the Duke on the Topeka route.

In March Time Table the notice as to "One Day Saved: Quick Route between England and America" was prominently repeated, shewing that passengers by the 8.25 p.m. Irish Mail from London on Saturday nights could join the Cunard steamers at Queenstown on Sundays—a special express leaving Dublin that morning for Cork, whence mails and passengers are conveyed to Queenstown by through carriages, and all expense of transfer at Cork avoided.

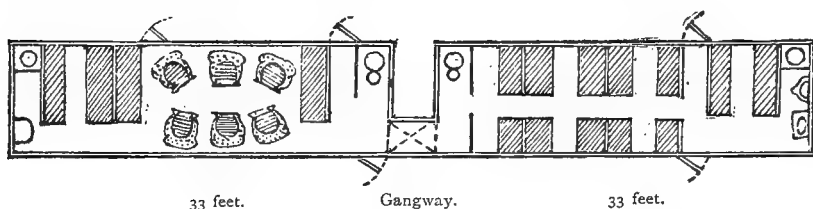
To make certain of this connection, it was necessary for the American traveller to be very much on the alert on arrival at Westland Row Station, Dublin. A seat on the car conveying the mails across Dublin would ensure it, but if the traveller was encumbered with much luggage there was a fair chance of his finding the mail train started from Kingsbridge terminus without him. The despatches for the American Government, entrusted to our care for many years by Mr. Stevens, their London representative agent, were regularly thus conveyed without any failure. But neither Queenstown nor Holyhead touched the volume of American traffic: Liverpool held the record, and the accommodation for Americans at the Lime Street Hotel became a matter of the first consideration.

The rolling stock began to a certain extent to be touched by the American notions, and, as an attraction, a couple of sets of drawing-room carriages, called Twin Day Saloons, were specially built at Wolverton Works, and before being put into circuit were inspected by the Chairman, the Duke of Sutherland, Mr. Bickersteth, and others. The representatives of the London Press, and Mr. Gillig, in our American interest, were shown over the works at Wolverton, and made a trial trip with these vehicles. They were appointed to run on the 11.0 a.m. up express from Liverpool to London, and by the 2.45 p.m. from Euston in the other direction, and it was intimated that seats could be secured in advance on application to the station masters at Euston and at Lime Street, Liverpool.

Diagrams showing the accommodation afforded by these drawing-room carriages were circulated for many months in the Company's Time Books, September, 1882, being their first appearance.

The following sketch—a reduced copy of the diagram—will shew that neither the central passage of the Pulman nor the modern corridor at the side had obtained any precise recognition in the scheme. The doorways

were at the side of the carriage; the vestibule connection was not in existence; the communication between the two vehicles consisted of a leather-covered gangway of the "accordion" type, across a somewhat unsteady footplate :—



The 33 feet limit was adopted for these vehicles, and curtailed the extent of their usefulness; but shortly afterwards the construction of sleeping saloons 42 feet long was determined upon, as it was not possible to give the required accommodation for passengers and attendant on a smaller sized frame.

The unsettled state of Ireland led to the sending across to Dublin the Grenadier Guards. The regiment was entrained at Victoria, in conformity with the result of two or three conferences at the War Office, in which Mr. Sewell acted as representative of the department. The entraining at Victoria was very well carried out, and so was the debarkation at Holyhead. It will be remembered that the assassination of Lord Frederick Cavendish took place in the autumn of this year, and it was afterwards shown how narrow an escape the Honourable W. E. Forster had had at Westland Row Station on his way home to England. The North-Western Railway Company for some reason did not stand high in the esteem of certain parties in Ireland, and though Mr. Skipworth, our chief officer there, was unaffected by any threats, one of his leading clerks, Mr. Corns, in view of threatening letters addressed to him, felt the position so irksome that his return to England was decided upon.

The attention paid to American traffic made me acquainted, through Mr. Rumsay Forster, of the *Morning Post*, with Mr. G. A. Sala, and at one time he had contemplated undertaking the production of an **Harper's Magazine.** article on the subject in the Railway Company's interest; but it was subsequently settled, through the agency of Mr. Bridgeman, of Hartford, Conn., one of our American friends, to have an article in *Harper*, which he very kindly arranged. The draft of the article was sent to me for revision, and I had the pleasure of an interview with Mr. Laffan, Messrs. Harper's London representative on the subject. It finally appeared, with illustrations, in *Harper's Magazine* for August, 1885, entitled "English and American Railroads."

The Lord Mayor of London, towards the close of his year of office, gave an entertainment at the Mansion House to the representatives of the Railway

Mansion House Banquet. and Dock interests. Mr. Chamberlain, the President of the Board of Trade, was one of the chief guests, together with the chairmen of the leading lines of English and Scotch Railways. **Railway and Dock Representation.** Mr. Chamberlain had to respond to the toast of "The Trade and Commerce of the United Kingdom," and, in the course of his speech, said he believed there was no man in politics, whether he called himself a Conservative, a Liberal, or, as he was proud to call himself, a Radical, who would refuse to the trade of the country all the protection which a powerful country could afford. He was happy to say that he believed the great railway and dock interests were upon the eve of a long era of great prosperity. In concluding his speech, after assuring those present who were interested in railways that the Board of Trade would meet them in no spirit of hostility, but would do all in their power to consider their interests, he referred in terms of praise to the services rendered by the great body of railway servants, the rank and file who did their work so well.

Mr. Moon, our Chairman, and Mr. Thompson of the Midland Company, replied. This was my first experience of a Mansion House entertainment.

Next day the Lord Mayor and Lady Mayoress started for a state visit to Liverpool, and on the following day the Sheriffs and the Town Clerk went down to join them.

During the year the Princess Louise travelled by the North-Western Railway not infrequently. On 11th January Her Royal Highness, with Lord Lorne, attended by two gentlemen of the suite whom **Journeys of H.R.H. Princess Louise.** we had seen in Quebec, and with whom it was a pleasure again to meet (Colonel de Winton and Mr. Bagot), left Euston by morning train for Liverpool.

Again, on 25th May, the Princess left London for Canada, and it fell to my lot to accompany her train to Liverpool.

We were tolerably free from accidents to running trains this year, but there were two fatal occurrences which resulted in our lawyers finding themselves engaged with very disputatious juries. The first of these was on 1st February, in which, while the gates at **Accident at Level Crossing Gates at Smethwick.** Smethwick Station were closed against the public, an aged woman, intending to travel by train, passed over from one platform to the other, and was cut down by an express which ran through at the time. There had been considerable feeling aroused against the Company by the delay suffered to road traffic through the gates being kept closed to give a clear road to the through trains, for whose approach there was now a perfect set of signals. Two or three fatal cases had taken place already at the gates. The townspeople contended that all trains ought to stop at Smethwick, and it was altogether a very hostile meeting of listeners, if an impartial one of jurors, who met us at the Blue Gates Hotel, with

Mr. Hooper, the Coroner. One of Mr. Roberts' rising young lawyers from Euston was deputed to appear for us, Mr. C. de J. Andrewes, and he proved a calm and clever advocate. A hostile recommendation by the jury was unavoidable, but the fact that the Company were seeking power to do away both with the level crossing in question and the Blue Gates, closely adjoining, moderated the anger of the jury, and left Mr. Sutton, our District Superintendent (who had been very generally threatened with "manslaughter") free to go home; and ultimately, at very great cost and no little inconvenience, both Rolfe Street level crossing and Blue Gates crossing at Smethwick have become things of the past, an upper level station situated on the over-bridge having been substituted for the old erection.

If the Birmingham District Superintendent escaped trouble at the commencement of the year, the District Officer of similar position at Chester was not so fortunate at its close. At Holyhead, close to the end of the down platform, near the south-westerly end of the import goods shed, a very large subsidence of the quay wall had taken place, and had developed to such an extent that it had become necessary to stop traffic altogether from passing the extreme end of the station platform. The footway by which at that time the voyagers arriving by the cargo boats had to pass usually led to this platform, but owing to the subsidence the path was diverted a little, and led alongside a raised cattle pen used for "disabled pigs" which had been lamed or injured during rough voyages from Dublin, etc. Strict orders had been issued by Mr. Ephraim Wood, the District Superintendent, that no wagons were to be allowed to pass this pen from the time our steamer was signalled as approaching until all the passengers coming from the quay had arrived. From neglect of the signalman and shunter in charge on the occasion under review (24th September), this order was disregarded, with the fatal result that no less than three passengers on their way from the cargo steamer "Duchess of Sutherland" to the station were caught by the trucks in motion and crushed to death.

Some bitter racial feeling was displayed at the inquest. The blame really rested with the two Welshmen who were engaged in the interdicted shunting. With the exception of the foreman, the whole of the jury were Welshmen with an ineradicable dislike of everything English. The foreman was so disgusted with the conduct of his fellow-jurors that he declined to attend the adjourned hearing, and had to pay a fine of £10 in consequence. The jury, in giving their verdict, brought in Mr. Wood, the District Superintendent, Mr. Guest, the Station Master, together with Inspector James Holt and Foreman William Alcock, guilty of "Manslaughter."

On this indictment these four Englishmen had to be tried at Beaumaris in January of the following year before Lord Coleridge. Mr. Roberts, our solicitor from Euston, together with Mr. R. M. Preston of Chester, was in attendance with us. The first relief we

Fatal
Accident at
Holyhead.

—
Hostile
Verdict.

Trial at
Beaumaris.

experienced was in the announcement that the Grand Jury threw out the bill as against Wood and Guest; but the trial of all four still proceeded under the Coroner's verdict, and before the close of the first day's trial both Wood and Alcock were formally acquitted. On the second day, after some evidence by the Welsh shunter, Lord Coleridge stopped the case, and directed the acquittal of Guest and Holt. The jury stated they quite agreed in this course; they were unanimous on the point, and thanked his Lordship for his sensible remarks. Mr. Swetenham was counsel for the Crown in the prosecution, and Mr. Macintyre was for the defence.

Nothing could exceed the kindness and consideration shown to the accused men by our solicitor, Mr. R. F. Roberts; he was much gratified by Lord Coleridge's summing up, and had copies of it specially sent to Mr. Guest for Holt and Alcock.

The Records of the Superintendents' Conference for the year 1882 shew that at the January meeting Mr. English is present for the Cheshire Lines, **Clearing House** Mr. Kirtley for the Neath and Brecon, Mr. Grundy represents **Changes** both the Mid-Wales and the Central Wales and Carmarthen **recorded, 1882.** Junction, Mr. Lee attends for Mr. Bradley, Mr. Tanner represents Mr. J. C. Russell, for the Manchester and Milford.

At the April meeting Mr. C. L. C. Tait is appointed Representative of the Lynn and Fakenham Line, *vice* Mr. Curson. Mr. Phillipps having resigned his position as District Superintendent of the London and North-Western at Manchester, represents the North Staffordshire Railway, *vice* Mr. Lockhart.

The vacancy caused by the removal of Mr. Phillipps from Manchester was filled by the transfer of Mr. George Mawby from Whitehaven to Manchester, and in turn the position at Whitehaven was filled by Mr. Alfred Entwistle, who had for some years been Mr. Thomas Kay's energetic Chief Clerk at Euston:—as an assistant at Whitehaven he had Mr. W. H. H. M. Gipps, who afterwards, leaving the service of the London and North-Western, spent the remainder of his anxious life in looking after the interests of the Didcot, Newbury, and Southampton Railway.

At the summer meeting Mr. Haines attends on behalf of the North Lancashire Steam Navigation Company, and Mr. Little represents the Barrow Steamship Company; in previous years the Companies interested in Belfast had for the most part agreed to leave Mr. Cotton (Belfast and Northern Counties Railway), to settle with the English Companies the Season Excursion dates.

At the October meeting Mr. Meldrum attends for the first time as the Representative of the Cheshire Lines on behalf of Mr. English. Mr. Meldrum had been the Joint Station Master at Chester for many years, and we were sorry to lose him as one of those men on whom reliance could be placed to be always up to the mark in emergencies. Mr. E. J. Sears is appointed to the South-Eastern Railway on the death of Mr. J. G. Harris, and Mr. Liller

from the Manchester, Sheffield, and Lincolnshire, takes charge of the Cambrian. Mr. Christison, of the North-Eastern Railway, was chosen Chairman for the year 1883.

An amended **scale for Parcel Traffic** was brought into operation at the close of the year, the principal feature being the adoption of a charge of 4d. for 1-lb. Parcels up to fifty miles, and of changes which enabled the special scales which had been applicable to the Yorkshire and Lancashire and West Cumberland sections to be abrogated: a resolution was also adopted limiting the allowance to receiving office keepers in Great Britain other than London, to one penny for each parcel received at such office.

This year witnessed two resignations from the Board, the one, Mr. W. D. Mackenzie; in his place Sir Henry B. Loch, K.C.B., was elected; the other

Mr. James Bland, of Liverpool, a much-respected member of the Board, well known as one of the leading merchants in

**New Directors,
1882.**

Liverpool connected with the timber trade, he resigned through ill-health; his place was filled by the election of Mr. Ralph Brocklebank, Jun., a name equally well-known in Liverpool circles, and a gentleman intimately connected with the commercial interests of that city.

The reports of accidents enquired into by the Government Inspectors for 1878-1883, continued to make heavy assaults on the Chain Brake which the

**The
Chain Brake.
—
Clark-Webb.**

London and North-Western had adopted. The returns made by the Company state that the brake is only used as an emergency brake, but is tested at the first stop made by the train; and they give in detail the instructions issued to the

guards and drivers as to its use.

Up to the end of December, 1878, no less than 2,442 vehicles were fitted partly with the brake, partly only with connecting chain. By the end of June, 1879, the number had been increased to 2,812.

The fitting up of the Chain Brake went on with rapidity, but all Mr. Findlay's special pleading, and all the Chairman's determination, could not get over the Board of Trade report that the brake was sectional, was not continuous throughout the length of the train, and was not self-acting.

The Board of Trade took their stand on the requirements that the brake to be efficient in stopping trains must be (a) instantaneous in action, capable of being applied without difficulty by the engine driver or guard; (b) in case of accident, instantaneously self-acting; (c) to be put on and taken off with facility on the engine and every vehicle of a train; (d) to be regularly used in daily working.

Most careful instructions were drafted for the guidance of the guards and drivers, and Inspectors were appointed at all the chief junction stations to train the men in the brake application and arrangements. A cord threaded along the carriage roofs, through handles provided for the purpose extended along the train; one end was brought to the driver, the other end into the van, and there liberated, by a trigger arrangement, the large wheel in the guard's

van, to which the "Clark-Webb" Chain Brake was attached, and by which it was actuated.

This "Clark-Webb" wheel was distinct from the van Brake itself, and did not act on the wheels of the van. There was a separate van Brake for the guards to use for ordinary stops.

By July, 1880, the whole of the main line trains out of Euston were thoroughly fitted with the Chain Brake, but still sectional, and not in any way automatic. As an instance, the 9.0 a.m. out of Euston had two engines and seventeen vehicles behind them, the brake in three parts, seven vehicles for Liverpool, six for Holyhead, and three for Birmingham, each section with separate brake communication, but all of no service as a continuous brake.

An "Automatic Cord" was subsequently introduced—an additional burden on the guards and train marshallers—a cord which was carried over the tops of the carriages from the trailing end of the front van to the brake handle in the rear van, so that in case of the train parting the cord broke, and the brake would be pulled on in the rear section. An accident at Stafford in September, 1880, revealed its unsatisfactory working.

There was yet another appliance in aid of the efficiency of the Chain Brake which owed its origin to Mr. Webb's endeavour to obtain complete simultaneous action of the brake throughout the train, this was the introduction of the "Double-Gear" Wheel in the van by which the brake chain could be applied both to the carriages in the front and those in the rear simultaneously. The positions to be occupied in the trains by the vans so fitted with this ^Dgear had to be most carefully settled, month by month, in the marshalling circular.

Yet all these clever appliances, and the sample train which Mr. Webb submitted to the Government Inspectors at Euston in April, 1882, failed to secure their approval. The brakes were not continuous, they were not automatic. Case after case arose in which these points came under notice, and the half-yearly reports issued by the Board of Trade are far from pleasant reading.

It is difficult, when perusing these cases in the Annual Parliamentary Reports, to understand why the Directors did not earlier apprehend the undesirability of persisting in their course of action, and the conclusion is strongly forced on one's mind that the existing vigorous and appreciative management at Euston would not be found tolerating it.

The Chain Brake had indeed proved itself so great a discomfort to travellers, had ceased to be used by any other Companies than the North London and the North-Western, had been condemned again and again by the Government Inspectors, that at last steps were taken by the Directors to adopt in some form a vacuum brake; unfortunately they determined to fit the stock with the *Simple Vacuum*, instead of the Automatic, and further trouble was in store in consequence.

**Automatic Cord
and Double
Gear Vans
adopted.**

**Objections of
Government
Inspectors:**

**Simple
Vacuum Brake
adopted.**

CHAPTER XII. 1883—1885.

Sleeping Saloons—New Day Mail—Parcel Post—Provincial Receiving Offices—Again elected Chairman of Superintendents' Conference (1884)—Accident at Watford, blocking all Four Lines—Death of Mr. R. F. Roberts—Gillig's American Exchange—New Standard Rule Book—Absolute Block Telegraph Progress—Uniform Codes Adopted—Division of Bell Signals—Scotch and Irish Services Accelerated—Suggestions for Luggage in Advance—Dual Brakes—Varying Vacuum Systems—Progress in Interlocking—Insured Parcel Robbery—Slow Transition, Chain Brake to Simple Vacuum—New Postal Train—Crewe Congested—Workmen's Tickets—Annett's Key—Prince of Wales' Visit to Ireland, 1885.

THE North-Western Time Tables for January announce the running of "Corridor Sleeping Saloons" by the night train by the West Coast route, between Euston and Central Station, Glasgow, specially built for ensuring comfort and privacy during the journey between the points named. The saloons are described as being supplied with hot water, and warmed by a special heating apparatus during the winter months. There is a lavatory attached, and an attendant accompanies the vehicle throughout the whole journey.

1883.
Corridor Sleep-
ing Saloons.
(42 ft.)

These vehicles were 42 feet in length, and were, as previously stated, the first departure from the restricted size of 33 feet, which had so long been the limit of the coaching stock. It was, however, impossible to provide all the needed accommodation, and room for the attendant, on any shorter frame. They were eight-wheeled vehicles, and the introduction of the lengthened wheel base brought about the necessity for longer locking bars at all the signal boxes, restricted at first to those junctions through which the lengthened carriages ran, but gradually extended as the type of carriage grew in popularity and numbers. The radial axle used on these vehicles by no means afforded so steady a running as is now afforded by the same coaches with the bogie applied to them. There was a smart shock often experienced when the radial was checked in action round curves which the bogie system has entirely avoided.

Longer Locking
Bars required.

In March, a new Day Mail Service was brought into operation, the outcome of one of Mr. Baines' schemes. In connection with its running, several meetings had to be held to smooth difficulties and effect satisfactory connections throughout the system so far as the train ran. It was appointed to leave Euston at 1.30 p.m., and to reach Liverpool, Manchester, and Chester in good time for evening delivery in those towns. Birmingham and Wolverhampton also had the service extended to them, together with trains conveying their mails to the northward in touch with the new mail beyond Stafford.

New Mid-day
Mail leaving
Euston 1.30 p.m.

This was not the only Postal change which called for attention this spring. There had been a suggestion to secure the whole of the new Irish

**Irish Mail
Contract**

Mail Contract to the London and North-Western Line ; the Company's offer was sufficiently liberal to obtain acceptance by the authorities, and, by the half-yearly report, it was announced to the shareholders that the Post-master-General had accepted the London and North-Western Company's proposal that they should run the mail steamers between Holyhead and Kingstown, with the option of transferring the service to North Wall should the Postmaster see fit to do so. The construction of two additional steamers of the "Lily" and "Violet" type was agreed to. But so great was the outcry as to Irish interests being neglected, and the City of Dublin Company unfairly treated, that at the instance of the Government the London and North-Western withdrew their tender, and the City of Dublin Company agreed to give an improved and accelerated boat service, to which the railway company were to work.

The railway portion of the contract gave rise to some discussion, and a question of close cutting for minutes, especially between Holyhead Station and Holyhead Government Pier, remained unsettled till the last. I was instructed by Mr. Cawkwell to close the question, and I well remember the final initialling by Mr. Baines at Euston (October 26). He had come down on purpose to do this, as well as to inspect, with Mr. Badcock, a new 42 feet Post Office Sorting carriage, fitted for the first time with Pope's gas, for heretofore the department had required very cumbersome oil lamps for their work on the road.

In addition to these subjects, we had now to deal with the Post Office authorities in reference to their requirements under the Parcels Post Act, 1882, for parcel accommodation at the various termini, and as to the need for providing extra staff at stations. I found Mr. Beasley, of the Great Western Line, a very kind aid in these questions, as he had taken much pains in dealing thoroughly with them at the chief points on the Great Western system.

**Parcel Post
requirements.**

The forms for returns and system to be adopted were the subject of special meetings at the Clearing House, in June, 1883, between the Accountants and the Superintendents. The forms and returns fell completely into the Accountants' hands, but the constant growth and pressure of this traffic by ordinary trains, and the struggle against interference with expresses, gave rise to anxiety on the part of the Superintendents and occasional visits from the Postal authorities with cases of complaint.

The "Charnwood Forest" Line of railway was opened for traffic on the 14th April. It was a continuation of the Hugglescote Branch of the Joint North-Western and Midland Railway, but solely under the care of the North-Western Company. It was a single line of way, with stations at Coalville East and Whitwick, both in the Leicestershire coalfield ; also one at Shepshed and a terminus

**Charnwood
Forest Line
opened,
14th April, 1883.**

at Loughborough, the whole district being in the centre of Midland competition.

The Glasston Dock Branch was opened for traffic on the 9th July, and the Drayton Curve (Joint Great Northern and London and North-Western) on the 2nd of same month, when Medbourne New Station was opened for traffic. The two widened lines between Barton Moss and Cross Lane came into use for passenger traffic on 1st February, and the Denton and Dukinfield Line, which had been opened for goods in October, 1882, was now used for passenger traffic.

It is announced that after 1st June the passenger trains on the Bootle Branch from Liverpool will run to Alexandra Dock Station, and passengers to and from Canada Dock must change at Tue Brook.

In May, notification is given that passengers for America *via* Liverpool will find the train leaving Euston at 7.30 a.m. the most convenient when the steamers for America are appointed to leave Liverpool in the afternoon. Of course, Lime Street Station was the end of the railway run, omnibuses or cabs had to be utilised to complete the journey to the Landing Stage.

An hourly service of trains between Huddersfield and Leeds is brought into operation, 1st July, the trains calling at all intermediate stations, and similar trains to and from Birstal and Batley are put on in correspondence with the main line. In the same month two other openings affecting the Company's interest took place, *viz.*, the new Cattle Market and Abattoirs adjoining Crewe Station, and the Central Hotel at the Caledonian Railway Company's Central Station at Glasgow. This latter was one of the best advertised railway hotels; every station bore the legend "Central Hotel, Glasgow, now open." It was in active rivalry to the St. Enoch Hotel of the Glasgow and South-Western Line.

An intermediate station at Audenshaw, near Guide Bridge, was brought into use on 1st November on the connecting line between Heaton Norris and Droylsden, by which a new service had been established between Stockport and Exchange Station, Manchester.

In December increased publicity was given to the facilities obtainable with reference to Parcel Traffic; and the arrangements mentioned on page 245 as to the **free collection of parcels** by passenger train from warehouses, &c., in London and the few chief towns then named, were now extended very generally throughout the line, no less than twenty-nine towns being enumerated at which regular collection of parcels was established. It will be seen that this systematic organization entailed a large addition to the Company's stock of vans, and a considerable growth in the number of horses under Captain Barthorp's charge: it was accompanied by a marked improvement in the Company's representation in the

**Other New
Lines, 1883.**

**7.30 a.m. from
Euston, named as
best train for
American
Passengers
returning.**

**Hourly Service
Leeds and
Huddersfield.**

**Central Hotel,
Glasgow,
opened.**

**Free Collection
of Parcels.**

**—
Increase in
Carting Stock.**

towns, through the establishment either of their own Parcels Offices, or of collecting offices at suitable tradesmen's shops; the old idea of booking offices at hotels being entirely given up, together with the obsolete booking fees.

In Clearing House matters, at the January meeting, Mr. G. Copus is appointed for the Colne Valley and Halstead Railway *vice* J. Crabtree. The Lynn and Fakenham Line becomes "Eastern and Midland Clearing House changes, 1883. Railway." At the spring meetings, Mr. Somers Vine is present as representative of the Fisheries Exhibition, and urges and obtains reduced fares for fishermen and fisherwomen from the remote ports of Scotland, such as Oban, Wick, and Thurso. Mr. Powell attends the meetings as to this Exhibition for Lord S. A. Cecil, and so does Mr. Soar. Mr. Gilbert is appointed for the West Lancashire Railway, and Mr. W. T. Wheatley, at Glasgow (son of Mr. Wheatley, at one time chief of locomotive department at Wolverton, under Mr. McConnell), represents the Wigtownshire Railway.

In September, the Superintendents had to revise the regulations connected with the conveyance of the Military, Naval, and Police forces. The changes were consequent on the passing of the Cheap Trains Act of 1883, and gave the concession to the Government of conveying any number less than 150 at three-fourths of the ordinary fare; if more than 150, then for the first 150 three-fourths, and for all above one-half fare. So far as the London and North-Western were concerned with the War Office, our negotiations took place with Mr. Gascoigne, and were somewhat complicated by the varying cross-channel charges between Holyhead and Irish ports.

Another Act of Parliament which came into the Superintendents' hands was the Corrupt and Illegal Practices Prevention Act, 1883. Owing to the passing of this Bill the payment by the candidates or their committees of railway fares was prohibited, and the whole of the "Regulations for the Conveyance of Voters" became obsolete, and were struck out.

I had the honour of being elected (the second time) Chairman of the Conference for the year 1884.

1883. Special arrangements were made this year for facilitating some of the traffic connected with Watford. Mr. Fowler had long been dissatisfied with the ordinary cattle trucks for the conveyance of his valuable live stock, and as their removal by horse boxes entailed injury to the fittings through disinfectants, I had the task of scheming with him the construction of the special vehicles by which his cattle, etc., are now conveyed. Messrs. Shoolbred also put into operation the system of sending their traffic in bulk to Watford and distributing to local destinations by their own carts.

Watford was, unfortunately, distinguished towards the close of the year (October 31) by a serious accident, which had the effect, a very unusual one,

Accident at Watford, Oct. 31, 1883. All four lines blocked. of blocking the whole of the four lines. Some carriages, about half-past five o'clock, had been detached from the rear of one of the evening trains from Euston, and had been shunted by an engine which had drawn them off from the down fast line to the up fast, where they stood for no less than thirteen minutes, while the signalman attended to other trains and entirely forgot the obstruction on the line. The driver of the engine omitted to give any warning reminder to the signalman of his position, and one of the up expresses, to which "all clear" was thus signalled in error, came thundering through the station in the dusk, and with scarcely any warning rushed into the unfortunate carriages, entirely destroying them. The engine and tender of the up express were thrown off the rails and fell over on their right side. Eight out of the eleven carriages in the train were more or less damaged; the driver, Longstaff, was killed; the fireman and underguard seriously hurt; nineteen passengers and two Post Office clerks were injured. The "imperative obstruction" signal, six beats, was given promptly, so as to stop any other approaching trains, and the wreckage took some hours to remove. It was not till nearly eight o'clock, at which time I arrived on the scene, that one of the four lines was made available for traffic to pass.

The question of brake power was alluded to by Colonel Yolland on the enquiry, but in the special circumstances of the collision the notice was too short for the most powerful brakes to have saved the catastrophe. The train had the "Clarke-Webb" brake on eight of the vehicles. The driver who lost his life appears to have pulled the cord which acted on a lever in the centre van, and, by means of the "double gear" arrangement, put the brakes directly on the carriages in front of the centre van and those in rear.

The chief comment made by Colonel Yolland in his report on the accident had reference to the neglect of the shunting engine driver in not whistling to remind the signalman of his position, and to the want of some system of "reminder" for the signalmen themselves, mechanical or automatic, when vehicles have been temporarily placed on lines obstructing the clear road.

The fact of all four lines being suddenly blocked by this accident was used by me as one of the test questions when "passing" applicants for promotion to the position of guards, the examination of these men before final appointment being a responsibility specially attached to my position. The test for their shrewdness and capabilities in case of one or two lines being blocked by accident was comparatively easy; the problem of three lines, and, as this case proved, the possibility of all four lines having to be dealt with on a momentary emergency, presented far more difficulty in describing the course to be followed to ensure protection against further disaster.

**Want of
Reminder to
Signalmen.
—
Lessons for
Guards.**

During the year, among the illustrious personages who travelled on the line principally in my personal charge, was the Empress Eugenie. Her journey to Scotland was made by the Limited Mail on the 19th September, from Euston Station, where I received her ; and later in the year, on her return, I had the honour of being presented with Her Majesty's framed portrait, accompanied by a letter from Madame D' Arcos.

DEAR SIR—

21, WILTON CRESCENT.

I am commanded to send you a photograph of the Empress, and Her Majesty wishes me to renew the expression of her thanks for all the attention the Empress received upon the occasion of Her Majesty's journey to Scotland.

I remain,

Yours truly,

C. DE ARCOS.

The Duke and Duchess of Albany went to the North on 24th September, and by the same train Sir Vernon Harcourt also travelled. I received these distinguished passengers at Euston, and in like manner, in October, the Duke and Duchess of Connaught went to Scotland by Limited Mail, by which I also travelled as far as Crewe.

Once or twice in the autumn I had interviews with Mr. Courtenay Boyle (subsequently Sir Courtenay), as to the journeys to Ireland of Lord Spencer ; they were troubled times, and while the authorities desired to secure every attention for the Lord-Lieutenant, they also desired to avoid any publicity as to his movements, and I can safely say that no tidings were ever allowed to leak out from Euston.

There was scarcely any change in the *personel* or positions of the North-Western officers this year, but we all experienced a loss by the very sudden death of the Company's Solicitor, Mr. Richard Francis Roberts, on the evening of the 27th October. He had been presiding at a village gathering near his own residence in Burton Bradstock, near Bridport, and in the middle of the entertainment fell forward insensible and lifeless. The tragic intelligence was transmitted to us while attending a West Coast meeting at Carlisle. The attendance at Mr. Roberts' funeral testified to the affection which was felt for him ; no man on the line ever had a more sympathetic friend than Mr. Roberts proved himself ; any officer in difficulty ever found guidance and encouragement from him, his genial presence brightened every gathering, and a feeling of confidence was engendered at every interview.

The funeral was attended by Mr. Pope, Q.C., and Mr. Littler, Q.C., the whole of the legal staff from Euston, with Mr. C. H. Mason (who was his Executor), Mr. Cawkwell, Mr. Findlay, and the long list of London and North-Western officers of every department, for whose convenience the Great-Western Directors ran a special train from Paddington to Bridport and back.

Death of Mr.
R. F. Roberts,
Solicitor to the
Company,
27th Oct., 1883.

We were all grievously disappointed with the discourse to which the officiating minister treated us; he had a most striking instance of the uncertainty of life before him, and it would have appeared advisable to press that important point on the large gathering in the church rather than deal with polemical questions, respecting which we supposed he might have had some difference of view with our lost friend, for whom the opportunity of reply had gone for ever.

The monument "erected to his memory by his friends and the officers of the London and North-Western Railway," is stated truly to be "a token of their regard and esteem for one whose integrity and upright conduct distinguished him throughout life, and whose untimely death they deeply deplore."

In December of this year we also lost one of our best-known Directors in the person of Mr. Thomas Knowles, senior member for the borough of Wigan, chairman and leading partner in the Pearson & Knowles Coal and Iron Company. He made no secret of his uphill life, indeed he seemed proud to tell of his early struggles and hard work. He began to work in a mine when nine years old, and acquired his learning by attending a night school often after fifteen hours toil. He rose to be manager of the Ince Collieries at the age of twenty-four; and six years later, owing to his business abilities, he was taken into partnership by Mr. Pearson. For twenty years he was a member of the Wigan Town Council, and twice filled the office of Mayor.

**Death of Mr.
Knowles, M.P.
for Wigan.**

To my own staff this year was added Mr. T. C. Farrer, son of the Secretary to the Railway Department of the Board of Trade. He joined the service of the Company by a friendly arrangement with the General Manager, and very soon developed a penchant for train acceleration; as the result of any visit of enquiry he always returned with some clever but unsettling scheme for improving cross-country services and condemning existing ones—fast running being his idol. His great railway friend was Mr. Ramsden, Jun., son of Sir James Ramsden, of the Furness Railway, they were equally skilled in scheming train improvements, and the Carnforth service received constant suggestions at their hands.

**Mr. T. C.
Farrer.**

Mr. Farrer was subsequently instructed to visit New York and report on the working of the arrangements the Company had adopted there, and upon American traffic to and from England.

The American traffic at this time was often under discussion. We had very friendly relations with Mr. Gillig, the founder of the American Exchange, whose hospitality to his countrymen of distinction visiting London was most marked in banquets and in receptions. At the banquet given in honour of Mr. Blanchard, the President of the Erie, at the Hotel Continental, Regent Street (May 31, 1883) the public exhibition of the American flag, with its now familiar stars and stripes gave rise to some insistence on the part of the hotel management that it,

**American
Traffic much
discussed.**

should be withdrawn. I am not sure whether Mr. Gillig agreed to this, but the circumstance points to the rapid improvement in feeling between the two countries, as the standard of the United States is now welcomed at all demonstrations.

Mr. Gillig, as the "American Exchange" Manager, seemed to take upon himself the burden of the national hospitality. Independence Day once or twice witnessed splendid receptions to the leaders of Society, the Duke of Sutherland among others giving them his countenance. The Lord Mayor of London was the principal guest at one of his banquets, the Rev. Ward Beecher another, and at one of them I had the pleasure of an introduction to the then recently returned African traveller, H. M. Stanley. Christine Nilsson was one of Mr. Gillig's cherished friends, and at Mr. Henry E. Abbey's request he arranged with me for a special saloon from London to Liverpool for her accommodation, on which she was served with dinner *en route*. At that time dining cars were unknown in this country, and the special arrangement was an innovation which Mr. Gillig did not fail to chronicle widely. On her return to Europe he was again instrumental in obtaining from the White Star Line, by the courtesy of Mr. Ismay, special facilities for landing in Liverpool in advance of other passengers, and so securing an express train for Euston with an arrival several hours before the rest of the voyagers—a fact immediately wired to America.

Mr. Gillig's connection with the American Exchange in London, and with the World Travel Company in the States, placed us well in touch with the American traffic, and on several voyages, through such friendly offices, a requisition would be signed on board ready to be handed to our Agent, Mr. Stirling, at Queenstown, giving number of passengers requiring a special train for London, thus enabling Mr. Shaw, our Liverpool Superintendent, to have every arrangement complete at Lime Street against the arrival of the steamer.

Besides this agency, proposals to act on our behalf were constantly being received from Caygill, Barattoni, Jenkins (senior and junior), Shenstone Roberts, and others.

The Midland Company had their own people in addition to Cook's—in themselves a tower of strength—and it was in connection with the whole question that Mr. Farrer was instructed to report.

For the most part we put our trust in our Liverpool steamship friends at head-quarters, but occasionally steamers would arrive by which we were told not a single time table or time card of our Company could be found on board, while those of our rivals were in constant evidence. It was very difficult to track this home to any parties—the waves of the sea told no tales—but certain steamers, voyage after voyage, were reported as developing other than a friendly feeling towards our literature, which was most liberally supplied to out-going and returning steamers.

Mr. Farrer took a lively interest in the Paper contributed by his friend, Mr. Foxwell, to the Statistical Society's Journal: "English Express Trains in 1883," and in the Paper read by Lieutenant H. B. Willock before the same Society, giving his record of "English Express Trains in 1871;" this latter paper is said to have given "the first census of our fast trains."

Mr. Foxwell and
Mr. Farrer on
"Express
Trains."

From the time of reading these papers Mr. T. C. Farrer became an enthusiast as to accelerations, and subsequently joined his friend Foxwell in compiling a very interesting volume: "Express Trains, English and Foreign," being a "Statistical Account of all the Express Trains of the World"—Mr. Foxwell writing the portion affecting Great Britain, and Mr. Farrer the much wider field of Foreign Express Trains. The standard taken by them then (1888) for "Express Train" in Great Britain and the United States was "any train which attains a speed, including stops, of forty miles an hour:" for other countries the term "Express" is applied to any train which attains a speed, including stops, of twenty-nine miles an hour, this being quite the common Continental Express speed.

Mr. Farrer on the death of his father, who was elevated to the peerage, became Lord Farrer, and is now one of the Midland Company's Directors.

The Rule Book adopted as the Clearing House standard in 1876 was felt to require revision, and in November, 1883, the General Managers authorised the issue of the Revised Rule Book. The revision was the outcome of numerous meetings on the subject by a Sub-Committee of Superintendents appointed in the previous year, consisting of Messrs. Bradley, Cockshott, Cockburn, Christison, Kempt, McLaren, Maddock, Mathieson, Needham, Neele, T. Robertson, Tyrrell, Verrinder and Williams (London, Brighton, and South Coast).

Revision of
Standard Rule
Book, Nov. 1883.

The Committee decided that the old "numbers" of the Rules should be maintained, and that any addition to the rules should be distinguished as roa, 26a, etc.

Early in the Conference I had pressed for uniformity in the number of beats to be given for the train telegraph and block telegraph codes, urging that as the operations to be performed on the lines were throughout the kingdom closely identical, a similar identity in the accompanying signals ought not to be unattainable; but, unfortunately, in the same way that Constructive Engineers clung to their own designs, so the Passenger Superintendents and Electrical Engineers clung to their own systems and set no store on uniformity.

A serious and remarkable accident, affecting the North London and Great Northern had occurred on 10th December, 1881, in which no less than

**Accident at
Canonbury,
Dec., 1881.**

**Want of
Uniformity in
Signalling
Codes.**

three collisions took place, one after the other, in Canonbury tunnel. The Great Northern man repeated his telegraph signals intimating the approach of the trains, the North London man gave back telegraph code signals intended to prohibit the Great Northern trains coming. The error was repeated no less than three times with disastrous results ; each time the train was signalled by the Great Northern man, the North London man gave back seven beats, meaning obstruction to train in rear (Permissive Block). The Great Northern man supposed it to mean "caution the train and let it proceed;" he let it proceed once, twice, thrice, each time admitting at barely reduced speed one train after the other into the "obstructed" section.

At the Conference I called special attention to this catastrophe, and recommended a general code of "six beats" to indicate "Danger—Obstruction," and urged the desirability of adopting this as a minimum of uniformity, failing the adoption of an uniform code. The new rules came into force in November, 1883, but it was not till June, 1884, that the telegraph uniform code could be agreed, the opposition of one or two "irreconcilables" caused the delay.

**New Rules
introduced.**

Among the principal alterations included in the new standard, 1883, Rule Book, was the introduction of a rule which requires servants not to expose themselves to danger ; to prevent as far as they possibly can, their fellow-servants doing so, and to spare no opportunity of warning those who neglect to take proper care. It is strange, but true, that the recklessness of railway servants should be so frequently displayed—familiarity with danger leads to the proverbial result.

The Rule 119 had a paragraph added, prohibiting the practice of porters running alongside the trains and getting on to the steps or foot-boards of the carriages before the train has come to a stand. This mischievous custom has at length been well put a stop to at Euston and some of the London termini ; the supervision of a strict foreman is sufficient to stop the objectionable practice.

The standard positions of the semaphore—



DANGER.



CAUTION.



ALL RIGHT.

are given as the customary usages of the line ; the Great Northern Company alone intimating their dissent as to the "caution" with green light, and the "all right" with white light. They had decided after a serious accident at Abbots Ripton to abandon white lights altogether as signals ; they were the

pioneers in adopting two lights only—red for danger, and green for all right.

The regulation that home signals at junctions are, as a rule, so placed as to indicate by their positions the lines to which they apply is amplified by

Home Signals at Junctions. the statement, adopted at the instance of the Government Inspectors, that when more arms than one are fixed to the same side of a post they apply generally as follows, *viz.*,

The first or top arm to the line on the left ;

The second arm to the line next in order from the left ; and so on.

The London and North-Western, in adopting the new standard rules, added the following with reference to a mode of signalling they had adopted to avoid too much flag signalling :—

“Calling on” Arms. Short “calling on” arms are fixed on some of the home signal-posts for the purpose of avoiding hand signalling. The lowering of these arms authorises drivers to draw forward into the next section so far as the line is clear.



The rules for signalling in foggy weather or during snowstorms received, in consequence of the Abbots Ripton accident, very careful emendations, the whole of the superintendents bringing to the Conference all the experience of their own lines. A new regulation was inserted instructing the rear guard with train, or the fireman with light engine, to proceed to the signal box if stopped in fog or snowstorm, and remain there to act as a reminder to the signalman of the position of the train or engine. After all these rules were settled, it was disappointing to have to record, in the forefront of the agreed rules, that “the Great Northern dissented” from them !

The revision of the rules for working single line, in case of accident to the double line, were more fortunate. The “piloting” notice was improved by the introduction of a special note as to “catch points,” the existence of which, in case of single line working having to be adopted, demanded special precautions by signalman, pilotman, and engine driver. The fact of the “catch points” being mentioned on the printed form entailed some steps being taken either by filling up the paragraph or striking it out as unnecessary.

Additional precautions were laid down to meet the case of vehicles detached from trains and left temporarily on the line, the assistance of the block telegraph being made use of to ensure safety in the rear, and special precautions inculcated on the signalman as to his action when the work is remote and the last vehicle out of his eyesight.

Rules for advanced starting signals were introduced, together with special instructions as to controlling traffic between the starting and the advanced starting signals. Special regulations were also incorporated for

siding signals, and directions somewhat in modification of absolute block through large stations, entitled "Station Yard Working."

In the regulations for absolute block telegraph, in view of the very varying codes for telegraphing, it was not possible to lay down any distinctive beats, the wording adopted being to the effect that "the prescribed signal" must be given in such and such cases, each Company being thus left at liberty to give in its working appendix any telegraphic codes it might "prescribe" to be used under the separate clauses.

Absolute Block Working Rules.
—
Codes discussed.

Detailed instructions were given, under the title of "Trains stopped or brought nearly to a stand," as to the mode of bringing past the home signal trains which had to be stopped at the starting signal waiting "line clear," and the guards or firemen were required, in case of detention, in the same way as in fogs, to go to the signal box as a reminder to the signaller of their position on the line.

Reminder to Signallmen.

It was largely in connection with this point that "Calling-on-Arms" were adopted: "Verbal instructions" could not be given where the stop signal posts were many yards away from the Signal Box—flag signals and hand lamp signals from the box were liable to misunderstanding; the wrong driver frequently assuming the signal to refer to him: a specific signal could be given by the lowering of the "Calling-on-Arm," authorizing the driver who had been stopped at the home signal post to pass it, to proceed to the Signal Box for instructions, or draw forward into the next section so far as the line is clear.

As to the continuous brake, the Rule Book touched on the guard's duty to the effect that he must see that his train has the prescribed number of brakes; that they are in good working order; that the carriages are properly coupled, including continuous brake couplings. The head guard has to inform the driver, alike at the terminus and where engines are changed or vehicles added, the number of vehicles on the train and the number on which the brake can be applied.

Continuous Brakes.

A separate code of regulations dealing with conveyance by goods trains of explosives and dangerous goods complete the main features of the revision.

Conveyance of Explosives.

An endeavour was made throughout the book to bring it up to date and to see that the duties of the men were really practical in everyday working, the whole body of the Passenger Superintendents very closely scrutinising the work after it had left the Subcommittee's hands.

While the rules generally contemplated the block system as in use, many of them were so worded as to embody instructions for railways or portions "where the line is *not* worked under the block system."

The attempt to obtain uniformity in Telegraphic Block Codes proved far more difficult than obtaining uniformity in the paragraphs of the Rule Book. The instruments in use differed. Mr. Edwin Clarke's suggested uniformity (see page 87) had been disregarded. Some of the lines used dial instruments and double needles, giving

Codes for Block Telegraph Signalling.

"ticks" instead of gong sounds; others used single needle instruments, which gave gong sounds, accompanied by a movement of the needle at each beat. On the North-Western both systems were in force in different portions.

Two Committees were accordingly appointed.

Section A, composed of the following gentlemen who represent Companies who use the double needle system, *i.e.*, two needles and one bell, were:—Mr. Needham, Midland Railway, Chairman; Mr. Bradley, Manchester, Sheffield, and Lincolnshire; Mr. Christison, North Eastern; Mr. Cockshott, Great Northern; Mr. McLaren, North British; Mr. Neele, London and North-Western; Mr. Tyrrell, Great Western.

Section B, to be composed of the following gentlemen, who represent Companies which use either Tyer's or Preece's system, which are similar in arrangement:—Mr. Neele, Chairman, London and North-Western; Mr. Cockburn, London, Chatham, and Dover; Mr. Kempt, Caledonian Railway; Mr. Maddock, Lancashire and Yorkshire; Mr. Mathieson, Glasgow and South-Western; Mr. Robertson, Great Eastern; Mr. Tyrrell, Great Western; Mr. Verrinder, London and South-Western; Mr. Williams, London, Brighton, and South Coast.

The meetings were summoned for the 29th March, 1883, when the members were faced with a letter from Mr. Christison, of the North-Eastern Railway, saying:

"As I could not possibly agree to any alteration of our code, I think it unnecessary to have anyone at the meeting to represent the North-Eastern Company."

This was calculated to stop further progress; but, in order to make their own position clear, the superintendents passed the following minute:—

4. The several members present stated that they had each their own special codes of train telegraphy, which had been framed specially to meet the traffic and requirements of their own lines; that they would prefer leaving matters as they are to making any alteration, but, in view of the great importance of the adoption of a uniform code, under existing circumstances of the increasing exercise of running powers and the number of junctions with foreign lines, they are quite prepared to meet any temporary difficulty that might arise from a modification of their codes, on condition, however, that it would lead to uniformity being obtained, a result which can only be achieved by all Companies being prepared to make some concessions. The members further expressed the opinion that they did not think that anything short of complete uniformity would justify the expense and inconvenience that would have to be incurred.

5. Resolved, That this committee are unanimously of opinion that the absence of a representative from the North-Eastern Company, combined with the statement of the position determined upon by that Company, as shown in the above letter, renders it quite impossible for any advance to be now made towards the preparation of a uniform code of train telegraphy; that this opinion be reported to the General Managers' Conference, with the request that their instructions may be given upon the subject.

This report, together with one approving very generally "six beats" as the recognised danger signal, the General Managers decided to refer back to the Superintendents for further consideration (treating all the questions in

every respect as open ones), with a view to the recommendation of a complete code for universal adoption, if such be found practicable.

The first suggested Bell Signal Code was the following :—

To call attention	...	...	...	...	...	1 beat.
Be ready for passenger train	...	...	...	...	...	3 beats.
Be ready for goods, cattle, mineral, ballast	...	...	...	...	...	4 "
Train on line	...	...	...	...	...	2 "
Shunt train for passenger train to pass	...	...	...	...	...	5 "
Obstruction danger signal	...	...	...	...	...	6 "
Stop and examine train	...	...	...	...	...	7 "
Signal given in error	...	...	...	...	...	8 "
Train passed without tail lamp	...	...	...	...	...	9 "
Train divided	...	...	...	...	...	10 "
Time signal	...	...	...	...	...	11 "
Vehicles running away on wrong line	...	...	...	...	...	12 "
Section clear, but station and junction blocked	...	...	...	...	...	13 "
Vehicles running away on right line	...	...	...	...	...	14 "
Opening of signal post	...	...	...	...	...	15 "
Testing signals	...	...	...	...	...	16 "
Closing of signal post	...	...	...	...	...	"

This was recommended for adoption at a meeting held at Derby on 20th November, 1883.

On 28th Mr. Christison again wrote :—"I think it right to state I cannot possibly see my way to agree to that part of the code covering the signals from 2 to 8 inclusive." At subsequent meetings it appeared that the chief ground of the North-Eastern Company's objection was that on their system the goods trains far exceeded the passenger trains, and that the adoption of four beats for goods trains as against three for passenger trains would give extra work. The other Companies willingly accepted the change, and after somewhat protracted discussion the code, as shown further on in first column 1 to 18, was finally agreed upon, 22nd April, 1884, with the following minutes :—

"It is believed that the above code represents the nearest approach to unanimity attainable under the present varying circumstances of working of the respective Companies, and it is accepted by the following Companies, representing a mileage of 11,172 miles" :—

Train Tele- graphing. — Code of Beats agreed 22nd April, to come into force 5th Oct., 1884.	Caledonian,	Great Western.	Midland.
	Cambrian.	Lancashire & York-	Neath and Brecon.
	Cheshire Lines.	shire.	North British.
	Eastern and Mid-	London and North-	North Eastern.
	lands.	Western.	
	Great Northern.	London, Tilbury, &	
	Great Northern and	Southend.	
	Great Eastern	Manchester, Shef-	
	Joint (North of	field, and Lin-	
	March).	colnshire.	

"The majority of the Companies dissenting do so chiefly in consequence of the system of block they use necessitating a deviation from it, and it does not appear possible to formulate a code which would meet the requirements of all Companies."

"The above code to be adopted by all Companies whose system renders it practicable to operate from 5th October, 1884." The other Companies were requested to consider whether they can modify.

There were several Companies who had used the system of dividing the beats, and thus being able to give many additional significations.

Division of Beats. Those who thought with me urged the incorporating of these divisions in the standard code; but although we knew that

there would be no difficulty in the signalmen acquiring this portion of telegraphic working, as evidenced by its general use in the Morse Dot and Dash code, yet, as many of the superintendents objected to any divisions, we thought it unwise to imperil uniformity by pressing the point, contenting ourselves with the statement that after the General Managers had approved the standard code a meeting should be called of those who subdivided the beats.

This was done, the result being that the subdivisions were adopted, as shown in the next page in the second column of the code, which also came into operation October 5th, 1884.

The approved code was put into type for our signalmen, and, though there were some considerable changes from our former codes, we experienced not the slightest difficulty in putting it into force.

New Code easily acquired by Signalmen. The line was divided into short sections, with special signal inspectors, a fine, intelligent set of fellows, selected from the

rank and file—men whom I had previously the task of examining and testing before they had their appointment confirmed. These men had thoroughly to grasp the changes, and then to visit and explain to each of the signalmen under them the new code. It worked with perfect satisfaction, and remains still the system generally in force.

The North London, a satellite of the North-Western, did not at first adopt the code. The Chairman of that line, Mr. R. R. Dean, himself a North-Western Director, brought the subject before the Company's special committee, declaring that no signalman could possibly acquire such a complicated code. His complaint collapsed completely when I told the committee that every signalman on the London and North-Western had, without the least difficulty, mastered it in three days, and that it was in active operation at every signal box on the line!

STANDARD CODE AND SUB-DIVISION OF BEATS ON THE BELL-SIGNAL CODE OF TRAIN TELEGRAPHY.

STANDARD CODE.		SUB-DIVISION OF BEATS.	
INDICATION.	BEATS	INDICATION.	BEATS
To call attention	1	As in Standard Code	1
Train on line	2	„ „ „	2 to be given consecutively
Be ready for Ordinary Goods, Mineral, or Ballast train	3	{ Be ready for ordinary Goods, Mineral, Ballast Train, or Engine and Brake. } 3 „ „ „ { Be ready for Branch Goods Train. } 3 to be given thus 0—00 { Train arrived or Line Clear.. } 3 „ „ „ 00—0	
Be ready for Pass. Train ..	4	{ Be ready for Express Pass., or Break-down Van Train } 4 to be given consecutively { Be ready for Ordinary Pass., or Empty Carriage Train } 4 to be given thus 000—0 { Be ready for Branch Pass. Train } 4 „ „ „ 0—000 { Bank Engine in rear of Train } 4 „ „ „ 00—00	
Be ready for Express Goods, Fish, Cattle, or Through Mineral Train	5	{ Be ready for Fish Train } 5 to be given consecutively { Be ready for Express Goods or Cattle Train } 5 to be given thus 0—0000 { Be ready for Fast Goods, or Through Mineral Train } 5 „ „ „ 0000—0 { Be ready for Light Engine .. } 5 „ „ „ 00—000	
Obstruction Signal } Danger	6	As in Standard Code	6 to be given consecutively
Stop and examine train ..	7	„ „ „	7 „ „ „ „
Signal given in error, cancel Signal last sent	8	„ „ „	8 „ „ „ „
Train passed without tail lamp	9	„ „ „	9 { to be given consecutively to box in advance to be given thus 0000—0000 to box in rear
Train divided.. .. .	10	„ „ „	10 to be given thus 00000—00000
Shunt Train for following Train to pass	11	„ „ „	11 „ „ „ 0—00000—00000
Vehicles running away on wrong line	12	„ „ „	12 „ „ „ 00—00000—00000
Section Clear, & Station or Junction blocked	13	„ „ „	13 „ „ „ 000—00000—00000
Vehicles running away on right line	14	„ „ „	14 „ „ „ 0000—00000—00000
Opening of Signal Post	15	„ „ „	15 „ „ „ 00000—00000—00000
Testing	16	„ „ „	16 to be given consecutively
Closing of Signal Post..	17	„ „ „	17 to be given thus 0000000—00000—00000
Time Signal	13	„ „ „	13 „ „ „ 0000000—00000—00000

The same Committee were not so fortunate in the attempt to secure uniformity in adopting a code of abbreviations in conversing telegrams. The increase of messages on Railway Companies' wires had been so considerable that much difficulty was experienced in getting the messages through with any degree of rapidity; the wires were constantly fully occupied. To meet the case Mr. Fletcher, the London and North-Western Telegraph Superintendent, had compiled a Code Book of combinations of letters to meet such messages as were known by practice to be in daily use, substituting two or three letters for a chain of words, thus :

**Proposals for
abbreviating
Telegrams.
—
Letters versus
Words.**

- R.—Down Limited Mail.
 RL.—Received unentered—wire full particulars and send invoice or copy.
 RAA.—See letter last night with full particulars.
 UZB.—Send small Bus to Victoria, L. B. & S. C. to meet train arriving at .
 WZB.—Send large Bus to Victoria, L. B. & S. C. to meet train arriving at .
 SZB.—Send small Bus to Victoria, S. E. & C. R. to meet train arriving at .
 TZB.—Send large Bus to Victoria, S. E. & C. R. to meet train arriving at .

Mr. Spagnoletti, of the Great-Western, with the same object, had adopted arbitrary words to convey such various messages—birds, beasts, fishes, etc., being called into requisition, thus :

	Code Word.
Following sent you in wagon named ; said not to hand at destination ;	
say how disposed of by you and trace forward	Giraffe.
Following wanted for to-day's market	Flamingo.
Black Gladstone Bag	Gem.
Yellow Tin Box	Orb.
We have no trace of your invoice, send copy next train	Stork.

The debate was very hot as to the advantages and disadvantages of the systems. At the first meeting the majority of the Committee, on a division upon the point, recorded their opinion that from information given the plan of using simple arbitrary words affords the basis of more accurate code signalling than a combination of letters not forming words.

Two or three meetings were held in 1885, with the result that neither side would give way, and on October 28th, 1885, it is minuted "That as there appears no immediate probability of the adoption of a universal code the subject be postponed *sine die*."

Some more recent attempts must have been made to adopt a uniform code, as one on the principle of distinctive words representing "phrases in common use" on railway daily business, following Mr. Spagnoletti's system, has been issued by the Railway Clearing House, dated 1st May, 1900. But there would still appear to have been a large mileage of "non-contents," as it is stated "not to be in use on the Caledonian, Furness, London and North-Western; London, Tilbury, and Southend; North London, and North Staffordshire, and the Railway Companies in Ireland."

1884. The Time Tables for January, 1884, no longer contained the Notice respecting 3rd Class and Parliamentary Fares as affected by the action of the Board of Trade, for in connection with the 3rd Class and Parliamentary Fares. Act passed at the close of 1883 as to the conveyance of military, police, etc., and the running of proper and sufficient workmen's trains, a concession was granted in reference to the passenger duty, whereby all fares not exceeding one penny per mile were freed from duty, and a reduction from five to two per cent. of the duty on other fares in populous Urban and Suburban Districts was obtainable. These districts had to be agreed with the Officers of the Board of Trade, and Colonel Yolland was instructed to go over the North-Western Line. Much difficulty was experienced in getting the whole of the line between Stockport and Manchester included, the Colonel contending that the want of continuity in houses at any portion of the line nullified our claim; the same difficulties arose in South Staffordshire and the Metropolis.

The effect of the arrangement appeared in the Time Tables by the announcement that penny-per-mile fares would be charged by all trains other than the Irish and Limited Mails (both still restricted to 1st and 2nd class); a few other exceptions remained by which for short distances ordinary 3rd class fares were to be charged instead of the Parliamentary fares. Lists of Passenger Fares had to be exhibited at each of the stations outside the booking offices. They are first announced in September, 1884.

It was at the half-yearly meeting in August, 1884, that the Chairman called pointed attention to the striking change these 3rd Class facilities were making in the traffic, the half-year's return shewed a reduction of 50,000 1st Class passengers, and an increase of 500,000 on the 3rd Class, and waxing wroth with "those gentlemen of first position" who availed themselves of the 3rd Class accommodation intended only for the working classes, he added, "all I hope is that they will have sweeps or navvies riding with them!"

The new lines opened during 1884 were as follows:—In March the Penclawdd Line was extended to Llanmorlais; in June a short connecting line was opened from Berkswell to Kenilworth, by which an improved service, with double line of rails, was given between Birmingham and Leamington, as at the same time the line between Kenilworth Station and Warwick was widened by the construction of a double line of rails, leaving the section between Kenilworth and Coventry as the only single portion of that line. In July the branch line from Bangor to Bethesda was opened as a single line of way, the stations being Felin Hen, Tregarth, and the terminus at Bethesda, not far from Lord Penrhyn's famous quarries.

**New Lines
opened in 1831.**

The new stations were :—In March, Sandycroft, near Mr. Gladstone's home at Hawarden. This station was one which he frequently used, and during the time of his premiership it was a complimentary custom, if the train service was unsuitable, to run his saloon carriage on from Chester to this station.

In April, Glen Parva, a small station serving the military barracks outside Leicester ; and in May another station on the Chester coast line at Colwyn. The name gave rise to much confusion, as Colwyn and Colwyn Bay were close together, and in order to simplify matters, though this station was of course the new one, yet to prevent errors in booking parcels or in announcing the station to the passengers in stopping trains, it was found convenient to adopt "Old Colwyn" as the title of the new station.

The enlarged station at Walsall, with its new booking offices in Park Street, was brought into use early in the year.

The construction of the doubled lines between Victoria and Ordsall Lane was nearing completion, and on the 30th of June the new station at Manchester, an extension of Victoria Station which it was determined should be called "Exchange" Station, was opened, a new broad bridge across the inky Irwell leading the traffic up to the terminal portion of the station from the Cromwell statue and Cathedral gates. The main line to and from Yorkshire then ran, and still runs, through the Victoria Station of the Lancashire and Yorkshire Railway Company, a very serious drawback, the junction of the two Companies' separate lines taking place in the heart of Victoria Station, which was worked as a single-sided station. The change to a double-sided station, at the first opening of Exchange Station, somewhat inconvenienced our traffic from Manchester for Yorkshire ; it had to be dealt with through much difficulty, and it was only by the opening of the improved underground cab drive that proper facilities were obtainable for this traffic. A little more concession, and a little more friendly conference between the two Companies, could have produced—so I have often thought—a far more successful joint station.

With reference to the train service, in July a fixed half-hourly service of trains had been brought into operation between Manchester (London Road) and Stockport ; and the Scotch expresses, up and down, had their dinner-time allowance at Preston extended to twenty-five minutes. The first stage was taken in July towards an acceleration of the Irish Mails, both up and down, it being arranged with the Post Office that thirty minutes less must be taken on the journey.

**Exchange
Station,
Manchester,
opened
30th June, 1894.**

**Irish Mail
accelerated
30 minutes
on Land
Journey, July,
1884.**

These tables shew the changes made :—

DOWN DAY MAIL.				DOWN NIGHT MAIL.			
		JUNE.				JUNE.	
		arr.	dep.			arr.	dep.
London	-	...	7 15	London	-	...	8 25
Willesden		7 25	7 27	Willesden	-	...	...
Bletchley	-	8 21	8 23	Bletchley		...	...
Blisworth		...	8 46	Blisworth		...	...
Rugby	-	9 15	9 20	Rugby		10 20	10 25
Nuneaton	-	9 40	9 42	Nuneaton		...	...
Stafford	-	...	...	Stafford	-	11 39	11 44
Crewe	-	11 3	11 6	Crewe		12 17	12 21
Chester	-	11 35	11 50	Chester		12 51	1 1
Holyhead	-	...	1 50	Holyhead	-	...	3 5
Kingstown	-	...	5 50	Kingstown	-	...	7 5
Dublin		...	6 20	Dublin		...	7 35

The down night mail was arranged not to stop at Stafford, thus entailing an extra train into Crewe with the mails from Birmingham, and adding considerably to the difficulty experienced at that very important centre of exchange at this particular time of night.

The up mail changes night and day were as under :—

UP DAY MAIL.				UP NIGHT MAIL.			
		JUNE.				JUNE.	
		arr.	dep.			arr.	dep.
Dublin	-	...	6 15	Dublin		...	6 45
Kingstown		...	7 0	Kingstown		...	7 15
Holyhead		11 15	11 40	Holyhead		11 30	11 55
Chester		1 45	1 55	Chester		2 5	2 15
Crewe	-	2 25	2 32	Crewe		...	...
Stafford	-	3 7	3 10	Stafford		3 23	3 26
Rugby		4 17	4 22	Rugby	-	4 36	4 41
Northampton		4 50	4 52	Willesden Junc.	-	6 30	6 31
Willesden Junc.		6 11	6 12	Euston	-	...	6 45
Euston		6 25	...			...	...

A new system of fast through direct trains between Liverpool (Lime Street) and Newcastle-on-Tyne was commenced in August.

		a.m.	p.m.			a.m.	p.m.
Leave Liverpool	-	7 35	5 *0	Leave Newcastle	-	7 35	4 0
Arrive Newcastle	-	1 50	10 55	Arrive Liverpool	-	1 45	10 15

*—This train ran *via* Oldham.

With reference to the extension of hotel accommodation given by the Company in Ireland, it may be mentioned that in April of this year the Company's hotel, closely adjacent to North Wall Station, was opened. It was called the "Prince of Wales" Hotel, but next year, owing to complaint that there was already an hotel of that name in Dublin, it was called the "North-Western" instead.

The summer excursion arrangements dealt among other things with the facilities to be granted by the Railway Companies to the International Health Exhibition, Mr. Somers Vine again acting as the representative of the Committee of Management. Mr. Russell appeared at the spring meetings as the spokesman for the Crystal Palace

entertainments; Mr. Aslett represented Mr. Tait for the Eastern and Midlands, Mr. Mossop acted for Mr. Henry Cook, Mr. Ernest represented Mr. Christison, and Mr. Sears made his first appearance as Superintendent of the South Eastern Line.

Mr. Hugh Carr is appointed, *vice* Mr. Addison, as Superintendent of the Maryport and Carlisle Railway.

In July, Mr. Aslett is recorded as the appointed Representative of the Eastern and Midlands, Mr. Tait having received the appointment of Manager to the Mersey Railway, and Mr. F. J. Dunn succeeds Mr. Templeton as the Representative of the North London Railway.

A difference of practice on the lines as to the duty of coupling and uncoupling engines was referred to the same Committee that had under consideration the Telegraph Block Rules and the Telegraph Abbreviation Code, the duty was thus defined and adopted in future practice :—“ It is the duty of the fireman to couple and uncouple the engine to and from the train, except when shunting in goods yard, when the duty devolves on the traffic staff. The fireman must also see that the continuous brake connection is properly coupled to the train.”

**Firemen's Duty
to couple and
uncouple
Engines.**

At the October meeting, I took occasion to call attention to the delays arising to the summer trains owing to the large amount of luggage taken by passengers, with the view to the adoption of some general arrangement by which the luggage of passengers could be sent in advance. This question, and that of adopting a lower scale of rates for light parcels for long distances, and a special scale for short distances under 30 miles were both referred to a sub-committee.

**First proposals
for dealing with
Passengers'
Luggage in
advance.**

Mr. Tyrrell, of the Great Western Railway, was elected Chairman for the year 1885.

The changes among the North-Western officers were not many during 1884. Mr. G. Hitchens is appointed to superintend the Leeds and Yorkshire division in the place of Mr. George Greenish, who takes charge of the Northampton district as successor to Mr. Holt. In June, Mr. Lodge is announced as District Agent charged with the care of the Company's interest in the Southern Counties east of Weymouth, and Mr. Mallinson to those in the district in West of England. Mr. F. Smith is appointed, in November, as the Agent for the Swansea and Central Wales district, in the place of Mr. Lewis whose early death was much regretted by his fellow officers.

**L. & N. W.
changes in
1884.**

Mr. Thomas Kay, the General Goods Manager, had been suggested as the suitable officer to make a tour in America in the Company's interest, but his health was evidently giving way, and Mr. Frederick Harrison was appointed to act as his assistant. On the journey to Bristol to attend one of the joint Great Western Conferences, Mr. Kay was taken seriously ill and

had to be removed to an hotel adjoining Bath Station. Mr. J. Bishop, of Abergavenny, took charge of him and was unremitting in his attention.

The first distinguished foreign passenger whose carriage we had to undertake this year was the celebrated sacred "White Elephant," from Rangoon, whose arrival was so loudly trumpeted by Mr. Barnum. **Barnum's White Elephant from Rangoon.** The crowd to witness its arrival was unprecedented, and when the huge animal was taken out of its large covered carriage-truck, which had been duly strengthened for the journey, a groan of disappointment went up from the crowd, the expected whiteness being conspicuously absent—a fraud! a swindle! was exclaimed on all sides. We, however, had the freight for the animal and the kudos, whatever it might be worth, of its "transportation" (to borrow an American expression gradually becoming incorporated in our language); several Directors of the Company left the Board meeting to witness the arrival, much to the disgust of the Chairman, who objected to such neglect of duty on their parts.

The arrangements so judiciously adopted by the Chairman for the widening of the lines on the busy portions of the system had some further instalments brought into use this year, *viz.*, the widened lines between Speke and Ditton, the four lines between Ardwick and Heaton Norris, and those between Ordsall Lane and Eccles. All these entailed very careful forethought in respect of signalling and station plans. The facility given for the free running of fast through trains, without any entanglement by stopping trains, was immediately apparent. The scheme agreed to for doubling the Yorkshire Line from Stalybridge through to Leeds was in hand throughout its length. This year witnessed the opening of the quadrupled line from Hillhouse (close to Huddersfield) as far as Heaton Lodge Junction, where the Lancashire and Yorkshire system was reached. The enlargement of Huddersfield Station itself was also in progress.

Returns had to be made year by year as to the progress of continuous brakes on the trains, with list of all failures, and with copies of the instructions issued to the staff for the working of such brakes. The regulations by the London and North-Western as to the patent continuous brakes were revised in 1881, and continued in force for some years afterwards, giving separate instructions for the "D" gear and for the single gear vans. The Company's vacuum brake instructions appear in 1884 (May); they are extended in January, 1885, and were further revised in April, 1885. They lay down the fact that carriages and vans are now fitted with the vacuum brake, which can be applied by the driver. The van is also provided with an automatic brake, held off by a small vacuum, which must be constantly maintained in the train pipe. An arrangement is made to cut off the connection between the train pipe and brake cylinder in case the train has to run on a foreign line, such as the Midland or Great Western Railway, a handle near the carriage sole-bar being pushed or pulled into the last notch. Then follows the first relief the guards

Reports as to Progress of Continuous Brakes.

had obtained from the new regulations, *viz.*, “the brakes being under the control of the driver, the use of the hand-brake is not required for ordinary stops.”

The transition from chain brake to vacuum was somewhat difficult to tackle in connection with the marshalling of trains, the rolling stock supplied being naturally mixed, but a twelve month of difficulty soon passed, and found the chain brake rapidly disappearing, though during the year 1884 it gave opportunities for Government Inspectors’ criticism in connection with one or two serious accidents.

The advice as to brakes given by the Inspecting Officer to the Caledonian Company, in connection with an accident at Perth, in 1883, in which our chain brake had been called in question, bore fruit in that Company insisting on the Westinghouse brake, which they had adopted for their own stock, being applied to the joint stock. At the same time the North-Western Company put on the vacuum—simple, and not automatic—to these vehicles. The two required separate fittings, but by a clever arrangement, Mr. Webb was able to make the brake block on the vehicles subservient to both systems, and to either separately.

1884. On 10th March, the 10.0 a.m. express train made its first journey from Euston fitted with the two brakes, the North-Western engines only capable of actuating the vacuum brake, and the Caledonian engines from Carlisle only being capable of applying the Westinghouse. Irrespective of the question of divergence of system, the brake, when applied to the 42 feet stock, was only serviceable on the two centre pairs of wheels, one half of the wheels running free.

The want of uniformity in the system of brakes went so far that the Queen’s train from Windsor, in May, and from Gosport in August, though fortunately now free from the chain brake, had no less than three different systems of brake on it—the simple vacuum, the automatic vacuum, and the Westinghouse—the South-Western and the Great Western Companies having both adopted the automatic system conformably to the Board of Trade requirements.

An accident at Chester, on the 5th of April, had shadowed the difficulties likely to arise from these unfortunate divergencies, where vehicles of the two Companies had to be used in common on the joint trains over the Birkenhead system. The Inspector (Yolland) reports that—

**Difference
between Great
Western and
L. & N. W.
Systems.**

In this case the London and North-Western driver had some Great Western Railway carriages, with their vacuum pipes, attached to his train. Drivers ought to be made conversant with the brake systems, as the brake systems of the two Companies are different. The London and North-Western on a few of their trains have the system in use, and the brakes are applied by creating a vacuum. The Great Western use the automatic, and the brakes are applied by destroying the vacuum, so that the engines of both Companies can

work trains belonging to either Company, but the engines *cannot* work the continuous brakes on a train made up of carriages belonging to both Companies. It is a great disadvantage as regards safety, efficiency, and economy that the great railway companies of the kingdom will not adopt a uniform system.

The journeys of Royalty over the line this year were numerous. In January, H.R.H. the Prince of Wales visited Mentmore, using Tring Station for arrival and departure; and on 25th January the Duke of Albany travelled to Liverpool. I met His Royal Highness at Euston, and this was the last occasion on which I had this duty.

In March, Lord Sefton called to arrange for H.R.H. The Prince of Wales going to Liverpool; the proposed times were confirmed next day at Marlborough House by Colonel Ellis, and the Prince travelled as arranged, but on the 28th, tidings reached me at Carlisle that, owing to the death of the Duke of Albany, the Prince of Wales was returning unexpectedly to London. Telegraphic arrangements had to be made for the Prince's journey.

On 5th July the Prince of Wales very kindly took the chair, at Willis's Rooms, at the Triennial Dinner of the Railway Guards' Universal Friendly Society, a society for which I have the honour of being one of the Arbitrators; so smoothly has it worked that in nearly twenty years' time I have not been called upon to act.

On 14th August the Duchess of Edinburgh, the Duke of Cambridge, and the Archbishop of Canterbury (Benson) all left for Scotland by the Limited Mail. I had the privilege of a few minutes chat with the genial primate.

9th October.—It had generally been the custom of H.R.H. The Prince of Wales to travel to and from Scotland by the East Coast route. On this occasion information was received that he was to return by the West Coast. The arrangements were speedily made. I went down to Carlisle in order to accompany his train through the night up to London. We made an excellent journey and arrived punctually at 7.30 a.m. at Euston.

We lost, in November, this year one of the Directors who had long taken a great interest in our Continental connections, Mr. George Sheward, in his seventy-eighth year. He had been nearly forty years a director on railway boards, commencing on the Sambre and Meuse Railway. Mr. John Hartley, of Tong Castle, who had also been a Director from 1869 to 1876, the senior partner in Thorneycroft & Co.'s firm, in Wolverhampton, died in the same month.

Changes in
Board of
Directors.

—
Mr. Sheward and
Mr. Hartley.

Mr. Thomas Brooke, of Huddersfield, who had been elected a Director in 1882, in succession to Mr. Hurst, who had been the Company's representative in that town, took the Chair at the Northern Committee for the first time in April (1884), a position which he has filled for many years with the warm support of his colleagues. He had a baronetcy conferred upon him in 1899.

A very singular case of conscience money came under the review of the Board owing to a young undergraduate insisting on the payment of a sum of £50, by cheque, an amount he calculated to be due to the **Cases of Conscience.** Railway Company for the freight of the books which he had carried regularly among his luggage to and from college, and which he had ascertained were not considered legitimately to be passenger's luggage. His cheque was returned with thanks for his over-conscientiousness, but he again sent it, refusing not to pay, and the amount was ultimately shared with the Companies over whose lines he had travelled. Another remittance, this time anonymous, reached me for "4/- as reparation for going into a 1st class waiting room at one of the stations with a 3rd class ticket last October."

In October, the "circle trains" on the District Railway first commenced running on the opening through of the connecting link by way of Monument and Mark Lane to Aldgate on the Metropolitan Line. Our **Circle Trains affect the working into Mansion House Station.** working was considerably affected. We were at first offered as our terminus the bay on the north side of the line at Mansion House, but ultimately decided to retain the south bay for the accommodation of our trains.

An interesting interview took place in March between Mr. Findlay with myself and Mr. Thompson (now become Chief of the Signalling Department, as Mr. Dick's successor), when we waited on Colonel **Third Lines through Stations** Hutchinson as to the widening of Stafford Station. An island **Stafford forms a precedent.** platform had been opened on the down main side, with a small, inconvenient platform further off, across two lines of railway, thus giving passengers access to all four lines of way. The little platform was remote, and short, and narrow, and if the Board of Trade agreed to our using the outer line of the island platform as a single line, with scissors, the traffic could be worked on a much simpler plan. I doubted whether the concession would be made, but our General Manager converted Colonel Hutchinson, and a great principle in working double platforms at stations was achieved.

The Return furnished to the Board of Trade as to the progress of the Absolute Block and Interlocking shewed that very satisfactory results were attained. **The whole of the passenger lines were worked on Absolute Block** except the following:—

Great advance in Absolute Block and Interlocking.			Miles. Chains.	
			Miles.	Chains.
	Permissive Block—	Bletchley and Swanbourne ...	5	0
	"	Hartford and Greenbank ...	0	68
	"	Ardwick and London Road... ..	0	38
	"	One extra line, Dudley to		
		Dudley Port	1	9
	On Time Interval—	Leighton to Dunstable	7	0
	"	Wednesbury to James Bridge	1	60

	Nos. complying with requirements.	Nos. not complying.
Concentration of Points and Levers ...	3,774	270
Interlocking of Points and Signals ...	3,769	275

A very satisfactory progression, but we never failed to hear from the Chairman that these mechanical appliances were all inducements to inattention on the part of signalmen and drivers.

A singular case, on the 30th October, was a text for the Chairman's lectures. The 6.30 p.m. from Willesden Junction (Low Level) to Addison

Train running on wrong Line from Willesden, 30th Oct., 1884. Road, when started by the foreman, had the signal up against the driver, who was, however, told that the signal was disconnected and could not be worked. The driver, unfortunately, did not observe that the points also had not been worked, nor did the signalman observe the error, and so the train started away from the platform on the wrong road, and continued on that wrong road until the driver suddenly found his train, then close to Wormwood Scrubbs, running into a catch siding and lurching over down the embankment, the coaches of his train partly on the siding and partly fouling the main line. At the time one of the local trains from Kensington was close at hand, and, though the incline there is severe (entailing the catch siding), it could not be stopped before coming into collision with the obstructing carriages.

The driver and guard had travelled on the wrong line for upwards of half-a-mile without detecting the fact. The signalman at Mitre Bridge Junction did not at first realize the unusual position. All too late, he wired to the North Pole Junction man, "train running away on wrong line." The automatic catch siding did its work properly, and avoided a face-to-face collision.

In the Christmas Week a very cleverly executed robbery of an insured parcel took place, which as the circumstances developed under the hands of the detectives unveiled a remarkable mode of attempting to obtain compensation for fictitious losses.

Robbery of Insured Parcel at Holyhead. Christmas, 1884. The parcel in question was sent from London by the 6.30 train on December 23rd, in the thick of the Christmas traffic, and was duly insured. It travelled in the locker of the van, and on

arrival at Holyhead the guard, Brockway—a man who had been in the Company's employ many years as a trusted guard, indeed he had been one of my men on the South Stafford Line—took the parcel from the locker, entered it in the book he carried for the purpose, in order to take it on board the steamer to get it signed for; difficulty was experienced, in the guard's passing on to the steamer, owing to the gangways being crowded with Christmas passengers, so he waited on the platform with the parcel, eight inches square by two inches in thickness, and his book in hand, this fact was noticed by one detective

of the Irish Constabulary who was on duty at the time watching the arrival and departure of the boats, which evidence was the proof that the parcel had really reached Holyhead. At this moment a passenger came up and asked the guard for a dog which was in the dog locker, the dog would not come in response to his master's call, so the guard undertook to get him out, which he did, laying the parcel and book on the seat in the guard's van. Immediately after he was met by a woman who requested him to obtain a saloon ticket for her at the booking office, which he declined to do as there was ample time for her to do so herself, another train being due before the steamer left. Entering the van after this incident the guard was dismayed to find the parcel gone.

The enquiries set on foot included a call on the consignee in Dublin in the faint hope that the parcel might have reached its destination through the ordinary channel of parcel delivery, and it was here that suspicion was aroused, the surroundings of the consignee and his house were not those of a man likely to be the legitimate recipient of valuable packages of jewellery, and his account of what he expected to have received in the missing parcel by no means tallied with its being of much value.

Claimant in London was very exigent, demanding payment for the parcel which had been insured, but unfortunately at the busy season of Christmas its contents had not been verified by us. He stated that he had frequently been in the habit of sending insured parcels to Ireland and on giving dates his statement proved to be correct, but the story of the contents on this occasion and whence he had obtained the articles did not hang well together.

Bit by bit the detectives (under Mr. Copping's guidance) began to unravel the story, it was found that the claimant and the consignee had had a transaction of a similar kind with one of the railways in Ireland and had recovered £200. Our Company held back from any settlement, and claimant became very abusive in his interviews at Euston, and ultimately entered an action against the Company.

The detectives in the meantime had not been idle, and they had elicited the fact that by the same train by which the parcel had been conveyed to Holyhead the claimant and a confederate or two (one, the woman who had kept the guard occupied at the platform) had travelled with the intent, well carried out, of endeavouring somewhere in transit to obtain possession of the bogus insured parcel, and claim afterwards on its insurance. There is little doubt that on the previous occasions on which parcels had been sent similar steps had been taken, but with less successful results.

The sender entered an action as threatened, but when the trial was called on he did not put in an appearance.

Warrants were issued for the apprehension of claimant and consignee, his confederate, in Dublin; it was then found the latter was in goal in Liverpool, for picking pockets at the races there.

Both men were ultimately apprehended, claimant got eighteen months hard labour, but the other was acquitted.

As is frequently the case in such matters the information needed to complete our case came through some female quarrel, and the confessions obtained shewed how well the scheme had been planned. The guards' vans were all provided with safety lockers, together with padlock which each man was expected to carry. It was at the time of transfer from van to steamer that the weak spot in the protective arrangements had been observed and successfully attacked.

Attacks on the guards were not unprecedented. The Stour Valley cash box had been thrown from an evening train shortly after leaving Monument Lane, in 1880, the guard having been nearly blinded by some watchful miscreant jumping into the van and throwing some liquid into his eyes. After this box had been stolen it was decided to chain them together in the vans.

1885 - Very early in the year an important communication was received from Mr. Baines which introduced a masterly proposition for establishing a grand night **Postal train for mails and parcel post**, entirely independent of and separate from any public passenger traffic; the train to run as an arterial service through Great Britain, from London to Glasgow, to Edinburgh, Perth, and Aberdeen, and *vice versa*, with a connection at Crewe for Ireland.

The scheme bore the impress of thoroughness, it had evidently been the subject of much consideration and thought; the times were so accurately based that there was but little to be disturbed if terms for running could be concluded; ample time was afforded for its consideration, as the running was not to commence till 1st July. The proposition as originally laid down made suggestions as to the changes necessary in the very numerous cross-country services and train connections at the junctions with the new arterial service; trains at that time fitted to connect with the old Limited Mail now had to be so altered as to join the new Postal train, the modification of these running times occupied many careful meetings. Mr. Baines had the advantage of retiring to some inaccessible corner of Cornwall, and there excogitating his scheme; we had no such advantageous leisure, and had to discuss the changes with full gatherings of the district officers.

The train was appointed to leave Euston at 8.30 p.m., the Irish Mail starting at 8.20 instead of 8.25 and running in advance to Crewe, where it was intended that the Postal train should connect with it and have its Holyhead carriage detached and sent on by the Irish Mail. The Postal train then was well in advance of the Limited Mail, and far outstripped it in its course as it proceeded northward; the arrivals at Aberdeen being so schemed as to give ample time for delivery of the letters and for replies to be despatched by the suggested return Postal Mail, which had not been possible when the letters arrived at Aberdeen Station at 11.40 and the up mail left at 12.30.

To make the service of any avail for passengers North of Perth in the direction of Inverness or Aberdeen, it became essential to continue throughout

the year a passenger train from London, reaching Perth in advance of this new down mail, and accordingly the train which had usually been run during the tourist season, leaving Euston at 8.0 p.m., called the "Highland Express" became a permanent institution throughout the year, the old Limited Mail entirely losing its fame and only arriving at Aberdeen at 11.55, while the 8.0 p.m. passengers, specially privileged to have carriages—not exceeding four—attached for their convenience to the Postal train North of Perth, arrived at Aberdeen as early as 9.55 a.m.; and an equal improvement was shortly afterwards effected for Inverness, but in that case the distance to be covered did not allow an equally beneficial Postal convenience.

The return train left Aberdeen at 2.45, subsequently at 3.40, and did not convey any passengers, the times fixed gave an arrival into London at 4.15 a.m.; and it was necessary slightly to alter the running of the up Limited Mail to ensure a clear road, this had been due to reach Euston at 4.5, it was now accelerated to arrive at 3.50.

The down Postal train north of the parallel of Edinburgh and Glasgow was allowed to a limited extent to convey, or, as the Scotch people say, to lift passengers. From Holytown it took forward passengers from Greenock and Glasgow to Aberdeen, and it called at Stirling, Perth, and Forfar: from August, 1890, to July, 1896, it was appointed to arrive at Aberdeen as early as 9.0.

The vehicles appointed to work this new Postal train were all constructed with connecting covered gangways so that the Post Office people in charge could pass from vehicle to vehicle throughout the train, and the gangways and doorways were all sufficiently commodious to allow of the transfer of parcel post receptacles when necessary to get them in position at the respective exchange stations. The sorting carriages were all brilliantly lighted, and it was a sight that must have gratified Mr. Baines when the train, on the first night of its running, 1st July, 1885, was placed in position at Euston for its maiden trip. No wonder the head officials of the Post Office clustered that night at Euston, it was a notable event, the starting of this pioneer Postal train on its run of upwards of 600 miles through England and Scotland. Messrs. Sifton, Yeld, Badcock, and Shillingford took constant interest in the working of the experiment, which however, soon settled down into a well appointed piece of official organization. A coloured diagram shewing the elevation of the entire train, hangs in Mr. Baines' office, together with a model of one of the old mail coaches; a startling record of the growth of the work of the department.

The train could most conveniently be dealt with at Euston on the arrival side, as the road vehicles and parcel post carts had a good long roadway at their disposal, and platform No. 3 was thus used for this 8.30 Postal departure, until the formation of better access to the new western portion of the station. The train worked well

**Corridor
Vehicles
adopted.**

**Date of com-
mencement,
1st July, 1885.**

with the exception of the transfer of vehicles to the Irish Mail at Crewe; the allotted time for transfer of the carriage was insufficient, so that after a time the Holyhead vehicle was placed again on the Irish Mail, 8.20 from London, and only supplementary letters were transferred to it at Crewe.

The free working at Crewe station between eleven and twelve o'clock at night was a most difficult task for the Inspectors to ensure; there were mail trains from Birmingham, from the Potteries, from Holyhead forming the mail train for Normanton, from Shrewsbury, the Irish Mail, the Postal train, all to be dealt with at very close intervals; transfer of traffic from each to each; ordinary parcel traffic of the company, the parcel receptacles of the post office: engines off the train on arrival, fresh engines backing down across the "scissors" in the centre of the station; passengers hurried enquiries to be answered, angry travellers appeased, special orders to be conveyed to guards and drivers. To an onlooker it seemed a sea of confusion, but the men in charge were accustomed to the stir and the scene, and carried out the work systematically and well.

One of the cadets—"runners" they called themselves—from my office was generally stationed at Crewe, and from his reports we were in touch at headquarters with all that went on day by day. At Christmas,

**How dealt with
at Crewe.**

or rather for two or three of the days immediately preceding Christmas, the business of our own traffic and the parcel post traffic dealt with at night at Crewe is almost overwhelming, in spite of all schemes for relieving the crowded trains by keeping back certain traffic, running extra trains, special parcel trains for Postal purposes, as well as specials for our own traffic; the accumulation is incredible, year by year suggestions are adopted to ease the difficulties; year by year a record is kept of the points requiring amendment; with the majority of the suggested changes the Post Office have most cordially endeavoured to co-operate. The plan now growing in favour of running trains passing through these great centres without stopping can hardly be applied to the mail trains at Crewe; the branch Mails bring their traffic and correspondence to go forward with the arterial mail, and a stoppage to pick up such traffic is accordingly unavoidable.

The service to Ireland both by sea and land received considerable attention this year. In January, consequent on the splendid steamers now added to the Company's fleet, it was decided to accelerate the morning service from London to North Wall. The 9.0 a.m. was timed to reach Chester at 2.0, and Holyhead at 4.35. The steamer's arrival in Dublin was half-an-hour earlier than heretofore, Dublin arrival being marked 9.30 p.m.

**Accelerated
Running for
Ireland by
Mail and North
Wall routes.**

The attention of the Post Office was also turned to Ireland, and commencing 1st October, the sea portion of the Irish Mail was accelerated, the down mail, day and night, reaching Kingstown and Dublin twenty minutes earlier.

The day mail steamer left Holyhead at 1.35 p.m., being due at Kingstown 5.3, and Dublin 5.33 p.m., Irish time.

The night mail steamer left Holyhead at 2.45 a.m., and was due at Kingstown 6.15, Dublin 6.45 a.m.; earlier departures for the interior of Ireland being made from the various termini in Dublin.

This was the accelerated service given by the City of Dublin Co. The North-Western Company made a corresponding move in order to connect with the earlier service the Irish Companies had put on in response to the mail acceleration; the 6.30 p.m. from Euston had the express North Wall steamer appointed to leave Holyhead at 2.0 a.m. instead of 2.15; and it was due in Dublin at 6.45, so as to join the same trains for the interior as the mail *via* Kingstown.

Passengers for Greenore left by the 6.30 p.m. from Euston, instead of 5.15, and the Greenore boat left at 1.45, instead of 1.0 a.m. The harbour at Holyhead thus had a series of steamers leaving at 1.45, 2.0., and 2.45. The whole of the departures from Greenore for Newry and Dundalk were modified to meet the later arrivals from England. The changes resulted in a general improvement all round.

The up day mail left Westland Row at 6.45 a.m., and, arriving at Holyhead at 11.10, joined the mail train, altered to start at 11.30, being due at Euston 5.45, instead of 5.55 p.m.

The up night mail left Westland Row at 7.0 p.m. instead of 6.45 p.m. A new service was established from Chester at 2.1 a.m., timed to connect at Warrington with the down 10.0 p.m. from London for the North.

The change in time of leaving Kingstown (7.15) in the evening resulted in our North Wall express boat being nearly abreast of Kingstown when the mail boat steamed out of the harbour. Our steamer, "The Banshee*"—a new vessel which had been added to the North Wall fleet in 1884, keeping up the old name of the cross-channel steamer—was a splendid boat, and very frequently made Holyhead long before the mail. Complaint of racing met with indignant denial, accompanied with a counter-complaint, that if the North-Western steamer came in behind the mail, the City of Dublin captain began "swinging," and thus prevented the London and North-Western steamer from entering the harbour.

So far as local traffic was affected, the following changes may be noted:—The line from Sutton Coldfield was shown in the Time Tables for January as opened throughout to Lichfield (it had been opened **Sutton Coldfield** actually on December 15, 1884), serving the intermediate **to Lichfield.** stations of Four Oaks, Blake Street, and Shenstone with a local service. It was not till 1st May that special fast trains, Birmingham

*The "Banshee" was a steamer of the same type as the "Lily" and the "Violet," but 10 feet longer. In 1903, the "Banshee" is still on the Holyhead station as an emergency express boat, and is the only paddle steamer the Company now have.

to Burton and Derby, were run by this route, connecting at Lichfield with those to and from the old route *via* Walsall. The trains were also planned to join the North Staffordshire services from Burton to Uttoxeter.

Prominent attention was called to the route to Stratford-on-Avon in the March Time Tables, and to the service of through trains run *via* Towcester to and from Blisworth, which had been established as far back as 1873.

— In May an accelerated service was established from London to Manchester, the 12.0 noon and 4.0 p.m. trains being announced to run the distance in four hours and a quarter. Arrangements were also made to utilise the connection *via* Altrincham to Northwich, and thence *via* Sandbach to Crewe, a through carriage, up and down daily, for Knutsford traffic being put into operation, starting at London Road and passing through Sale.

The service from St. Helens to Manchester was complained of, and deputations had been received at the Northern Committee. These were attempted to be met by a considerably improved service being put on 1st May. Bolton to Warrington was dealt with in the same way. The frequency of change at junctions gave justifiable cause of complaint at the service that had been in existence.

In June a new service was organised in connection with the North Staffordshire Company to Buxton, the curve at Middlewood being opened, forming a communication from the North-Western (Buxton Branch) and the North Staffordshire and Manchester, Sheffield, and Lincolnshire Joint Line. The through carriages at Macclesfield had to be taken by a reverse journey between the two stations in that town, not a very satisfactory movement in any competitive through route.

In September the Time Table of the Larne and Stranraer route appears for the first time in the North-Western Monthly Time Book. The route *via* Annan is not shown, that of the Caledonian Company, *via* Lockerbie and Dumfries, alone appearing; and in October the Portpatrick and Wigtownshire Line is reported to the Clearing House as being the joint property of the Caledonian, Glasgow and South-Western, London and North-Western, and Midland Railways, Mr. Cunning, of Belfast, being selected as its Manager.

The first public notice as to **workmen's tickets** appears in February, the fares being :—

		EUSTON AND BROAD STREET.						
		3RD RETURN.						
Workmen's Tickets put in force, Feb. 1885.	Willesden Junction	...	...	...	...	...	6d.	
	Queen's Park	...	...	...	...	...	4d.	
	Kilburn,	...	...	...	...	...	4d.	
	Loudoun Road	...	...	...	...	...	4d.	

But these latter for Euston were in June altered to :—

Willesden Junction	...	...	...	...	...	4d.
Queen's Park	...	...	...	...	...	3d.
Kilburn	...	...	...	...	...	2½d.
Loudoun Road	...	...	...	...	...	2d.

A very small commencement of that which now promises to become an important, if not a perplexing, traffic question.

Several of the enlargements of stations and opening of quadrupled lines took place this year. On 2nd February were opened two additional lines between Ditton and Widnes to relieve the heavy and congested traffic both for the busy chemical works of Widnes, which, springing up with mushroom-like rapidity, added to the unsavoury atmosphere of the locality, and for the heavy and constant flow of coal traffic to the docks at Garston, and of empty wagons home to the collieries.

**Doubling of
Main Lines,
1885.**

About the same date the doubling of the line, heretofore a single one, between Bolton and Kenyon took place; and enlarged stations were opened at Chequerbent and Rumworth, where till then the primitive shanties that had served as stations were to be found in daily use.

The joint station at Market Harborough and the extensive doubling of the lines approaching that place were brought into full use in June of this year (a partial opening having taken place in September, 1884). By this extensive modification the Midland Company were provided with an entirely free line for their own traffic, uninterfered with by the London and North-Western, between Leicester and St. Pancras, the station at Market Harborough becoming a double station under joint control.

In June the work of doubling the lines between Edge Hill and Liverpool (Lime Street) was completed, and four lines were available between these two stations, the two down lines running side by side into Liverpool, and the two up lines in like manner running side by side, island platforms at Edge Hill serving for the traffic—one for up, the other for down traffic.

The tunnel itself had been considerably opened out at various points along the route, so that it was no longer the dark entrance into Liverpool for which lamps for each compartment had in the past been provided.

An important alteration affecting Willesden Junction was brought into operation in the early spring, the construction of a curve from the new upper platform leading towards Acton, joining the old North and South-Western Junction at Old Oak, thus enabling the upper level passenger traffic to be dealt with at **one large island platform** instead of four separate platforms, and leading ultimately to the entire removal of the Richmond Line overbridge at the north end of Willesden Station.

**Richmond Line
at Willesden
Junction
changed.**

Mr. Richard Ryder Dean, who had been a Director for many years, died

at the close of the year. His place at the Board was filled by the election of Mr. Philip Henry Chambres, of Trefnant, Denbighshire, it being considered advisable to have a representative in North Wales to watch the Company's interests.

Our old railway *confrère*, Mr. H. P. Bruyeres, died on the 9th January this year at the advanced age of eighty-seven. He had been thirty-four years in the service, having resigned in the year 1874.

The principal change that took place among the Company's officers was the appointment, in October, of Mr. F. Harrison to be Chief Goods Manager of the line, consequent on Mr. Thomas Kay resigning that position and becoming Consulting Goods Manager, Mr. Houghton still remaining Assistant Goods Manager. Mr. Harrison had left my office and become assistant to the Manager in March, when Mr. Eddy, much to his satisfaction, was appointed my assistant. The Southern division was placed under Mr. Turnbull, who thus followed Mr. Eddy.

Mr. F. T. Kinsman was appointed Goods Manager for Leeds district, in November, *vice* Mr. Hitchens.

Mr. Overend was appointed to supervise the Eastern Counties, Ipswich, Norwich, Cambridge, etc., in March.

Greenore and Newry were placed in Mr. J. Nicholson's charge on 1st April, when he succeeded Mr. W. D. Parsons (son of Mr. Dudley Parsons), who obtained the superintendence of the entire Cattle Department, on the resignation of Mr. F. W. Salmon, who had held the position for many years.

Mr. Park, who had been acting as Assistant Manager at Wolverton, succeeded Mr. Bore as Manager at the end of the year. Mr. Morcom was added to the list of my "runners."

Early in the year it was announced that Mr. Scotter, of the Manchester, Sheffield, and Lincolnshire Railway, had been selected successor to Mr. Archibald Scott as General Manager of the London and South-Western Railway, and we thus lost from our English and Scotch and other joint meetings one who was always ready in coming to a decision, and, when debate was deteriorating into tedium, would interject some short, sharp, decisive words, quickening the action of the Chairman and bringing affairs to a speedy conclusion.

The changes among the Clearing House representatives included Mr. J. Richardson being appointed, *vice* Mr. Williams, as Superintendent of the Brighton Line; Mr. J. Conacher, *vice* Mr. Liller, for the Cambrian; Mr. H. Carne, *vice* Mr. Pain, for the Southwold Company, all these being reported at the January meeting.

At the tourist meeting in April, among those who attended as substitutes were:—Mr. Kirk, for Mr. Mathieson, Glasgow and South-Western; Mr. Drury, for Mr. Robertson, Great Eastern; Mr. Lucas, for Mr. Richardson, London, Brighton, and South Coast.

Changes in
L. & N. W.
Officers and
Clearing House
Representatives, 1885.

Mr. Anyon succeeds Mr. T. S. Dodgson for the Cleator and Workington.

In July Mr. Vincent W. Hill is appointed for the Hull and Barnsley Line. Lord Sackville Cecil is succeeded first by Mr. F. Gibbons, and then, in the October meeting, by Mr. A. Powell, for the Metropolitan District Line.

In September Mr. Vaughan is appointed to represent the Cambrian Company; Mr. W. Thomson appears for Mr. Cockburn, London, Chatham, and Dover.

Mr. Cleather was the officer who represented the Crystal Palace at the spring meetings, and obtained very general support in his proposals for the Handel Bicentenary Festival.

Mr. Somers Vine, in his arrangements for the International Inventions Exhibition, brought under notice the opening of the subway from South Kensington Station to the Exhibition Buildings, and in the excursion arrangements a price was adopted to include its use.

At the spring meeting (held at York) I called attention to the advisability of including in excursion handbills and posters notice as to non-liability of the Companies in case of through bookings, a case in which the County Court Judge of Bedford had given judgment in favour of our Company, on the strength of this condition, being the ground of my contention.

The condition was as follows :—"The issuing of these tickets is subject to the condition and regulation referred to in the time tables, bills, and Notices of the respective Companies on whose railways, coaches, or steamboats they are available; and the holder, by accepting the through ticket, agrees that the respective Companies are not to be liable for any loss, injury, delay, or detention caused or arising off their respective railways, coaches, or steamboats. The contract and liability of each Company are limited to its own railway, coaches, or steamboats."

The committee agreed to the adoption of this regulation, and it has been in force ever since on all handbills, etc., referring to the issue of such through tickets.

There had in previous years been a strong wish expressed that among the circular tour tickets quoted in the tourist programmes an arrangement could be made for a ticket covering the trip to Inverness by
 Highland Route, rail to Oban and thence by Caledonian Canal, returning by
 Inverness. the Highland Railway, *via* Pitlochrie. The facility appeared a
 — desirable one to grant, and the fare clerks were instructed to
 Circular Tour suggested. submit figures. A perfect tempest raged round the question, and all possible routes pressed their claims. Mr. McBrain wanted the Clyde and Crinan Canal included; the Great North of Scotland asked for the Elgin and Aberdeen route to be included; the East Coast, the

North British, the Midland, with the Glasgow and South-Western, put in a claim. The August programmes were on the point of being issued with the announcement of the facility, when suddenly Mr. Thomas Robertson, the Superintendent of the Highland Line, on the 22nd July, intimated that his Company declined to enter into the arrangement, and the whole scheme was shattered.

During this year the Honorary Solicitors to the Railway Association submitted their long-expected Report with draft form of notice for insertion in the Companies' time tables, waybills, and counterfoils, embodying the special contract for conveyance of commercial travellers' luggage, dogs, live poultry, etc., limiting the Companies' liability in cases in which the "Carriers' Act" had not done so. Horses stood at £50 each; neat cattle, whatever that term may mean, £15 each; sheep or pigs were fixed at £2 each; asses or mules, £5 each; dogs, deer, and goats, £2; rabbits and small quadrupeds, 5/- each; live poultry and other birds, 5/- each. Subsequently a sub-committee of superintendents was appointed to settle the form of contract and waybill to give effect to the arrangement, and their Report was adopted in March of the following year. The committee consisted of Messrs. Cockburn, Cockshott, Needham, Neele, Robertson (Great Eastern), and Tyrrell.

The charges for excess luggage came under review in March, and the scale recommended by the Superintendents received the approval of the General Managers, *viz.*:—Up to 50lbs., $\frac{1}{4}$ d. per lb.; 51 and up to 150, $\frac{1}{2}$ d. per lb.; 151 and up to 300, $\frac{3}{4}$ d. per lb.; above 300, 1d. per lb.

**Excess Luggage
Charges.**

This amended scale for excess luggage was urged by various of the General Managers as rendering unnecessary the intimation we had given as to reduced charges for tourist luggage if sent in advance; but our notice was put in force in the tourist announcements for this year so far as North Wales, Windermere, and Keswick were concerned, that we should be prepared to cart luggage from destination and deliver within one mile of the station at half parcel rates. Further, that delivery of luggage would be made in London, Liverpool, Manchester, Leicester, and Birmingham at 6d. per package.

**Tourist Luggage
in Advance.**

In August notices appeared as to parcel traffic affecting articles light, frail, and bulky, in proportion to their weight, laying down the requirements of fifty per cent. additional to the ordinary parcel rates if carried at Company's risk, or of twenty-five per cent. additional if conveyed at owner's risk, this distinction of different rates having now become a pronounced custom of railway carrying.

**Parcels Traffic.
Differential
Rates at
Owner's risk
and Company's
risk.**

An amended parcel scale, the outcome of the recommendation of a joint committee of Accountants and Superintendents, for a reduction in the rates

for small parcels for long distances and for a simplification in the scale was agreed to be brought into force at the close of the year. Mr. Bayley, of the Lancashire and Yorkshire Company, was mainly instrumental in urging its adoption. It caused some stir in the minds of the postal authorities, who had not calculated on any such action on the part of their *quasi* partners in the business.

The Postal scale gave the following, irrespective of distance :—

						s.	d.
1lb.	...	...	3d.	7lbs.	...	1	0
2lbs.	...	...	4½d.	8lbs.	...	1	1½
3lbs.	...	...	6d.	9lbs.	...	1	3
4lbs.	...	...	7½d.	10lbs.	...	1	4½
5lbs.	...	...	9d.	11lbs.	...	1	6
6lbs.	...	...	10½d.				

The Superintendents scale ran :—

		1	2	3	4 lbs.	
		d.	d.	d.	d.	
1 to 30 miles	...	4	5	6	6	up to 24lbs. above ¼d. per lb.
31 to 50 „	...	4	5	6	6	up to 16lbs. „ ½d. „
51 to 100 „	...	4	5	6	7	up to 16lbs. „ ¾d. „
101 to 200 „	...	6	6	7	8	up to 17lbs. „ 1d. „
Above 200 „	...	6	6	7	8	up to 16lbs. „ 1½d. „

Some questions arose at the close of the year affecting the adoption of differing colours for fixed signals on the lines. The Eastern and Midlands gave notice that they intended to adopt the green light at night to indicate all right; and Mr. Needham called attention to a very serious change adopted affecting the use of the *purple* light, the Great Northern having adopted the purple light to indicate “all right” for the drivers travelling on the “slow lines” of the widened portion of their railway between London and Hitchin, while the London and North-Western used the same coloured light for “danger” signals on their bay lines and ground discs. It was certainly most objectionable that such a diversity of practice should exist—the same light on two adjoining railways having opposite meanings. Fortunately, the Great Northern abandoned the plan they had temporarily adopted, and left us with the purple light as a stop signal for our bays and sidings, the original idea having been to obviate such an array of red lights as often faced the drivers, and to avoid red lights for ground discs, there being the possibility of the signal being misunderstood as that of a train tail lamp.

The Rules and Regulations Committee was reappointed at the end of this year, and during 1886 accumulated various suggestions for revision and additions prior to a further re-issue of the Standard Rule Book.

Mr. Kempt was elected Chairman of the Superintendents' Conference for the year 1886.

The question of appointing fog signalmen for intermediate posts also came under review, and by Rule 68A, at my suggestion, these signal boxes, equally with others, were to be regularly supplied with fogmen. The remoteness of some of these boxes from the residences of the platelayers had been the cause of no little difficulty in finding the needful men for the duty, and this had led to the idea of dispensing with such men at intermediate posts. A resulting collision was the smart lesson we had been taught, and our electrical engineer had the task of arranging in many cases telegraphic calls by means of wires extending from the signal boxes to the residences of the platelayers.

The extension of traffic had very wisely been anticipated at many of the large stations by the Chairman's foresight, and these works were gradually being brought into use; at the passenger stations where entire doubling had not been practicable or necessary, additional lines had been provided, and where up and down lines for passenger traffic already existed, a third line had been introduced capable of being used in either direction, securely signalled and interlocked. The arrangement was similar to the plan passed by General Hutchinson for Stafford, and it was adopted by Colonel Rich for Exchange Station, Manchester, by Major Marindin for Huddersfield, and proved a great facility.

The enlarged station at New Street, Birmingham, was opened in February, the Midland Company bringing some of their suburban trains into the station.

It was suggested at the time that their trains might advantageously be despatched from the new side, and the North-Western trains make use of the old ground, but Mr. Needham at that time would not consent to such a revolution, maintaining that it would be very disadvantageous to his Company to forego their old positions. In June the Midland commenced to run their main North and West trains through the Station, and after some length of time the convenience of keeping their traffic chiefly to the new side was found so great that it ultimately became a recognised arrangement.

Mr. Wood (late of Willesden Junction) was the first station master of the enlarged station, but his health was not equal to the task. He was succeeded by Mr. Wynne, who had been a District Inspector for some time. On his resignation the present station master, Mr. Squires, was appointed, and has held the position not only under the old régime, but since the joint committee of the two Companies has held sway.

On 6th July the down side of the island platform of Rugby new station was opened for traffic, and later in the year I had to meet Mr. Needham, of the Midland Railway at Rugby, to deal with their requirements in the new station. This was a curious reversal of position for the Midland Company, as the old station had been to a large extent their property and not ours.

**Fog Signalling
Arrangements
at intermediate
Signal Boxes.**

**Enlargement of
Birmingham
(New Street)
Station.**

The question of the adoption of reduced fares for Anglers was under discussion this autumn, and Mr. Ghurney, the Chairman of the London Anglers' Fares. piscatorial bodies submitted his scheme for safeguarding the Company from fraud. It is only fair to say, that so far as I remember, no instance of the improper use of the tickets ever came under observation.

The registration through from New York to London of passengers' luggage was once more under review, American travellers strongly urging it; the Proposed adop- White Star officers were again willing to enter into the tion of Luggage scheme; and "checks" were ordered in readiness. It was "Checks" with alleged that one of the other steamship lines intended Atlantic Liners. putting the system into force with our rivals, but our Chairman obtained satisfactory assurances, which stopped further progress with the scheme. The Customs requirements formed some impediment as to our freedom in dealing with luggage, and suggestions for carrying it through to London "in bond" to meet the views of the department, were frequently under discussion.

There had been on the North-Western Line two separate systems of train telegraph signalling, one by the single needle (three wire) instrument, and one by what was called Tyer's single needle. In the former three Three Systems of Train classes of signal could be given—needle to the right, needle to Telegraphy. the left, needle vertical—this last was used to shew there was no train signalled, the line was unoccupied, and the signalman waiting for a call. By the other plan the needle could only move right or left, the vertical position was not obtainable, and this led to the necessity for different wording in the instructions for manipulating the signalling for the two systems. Mr. Fletcher, our Electrician, by a clever electro-mechanical arrangement, overcame this difficulty and obtained a half-way position with the needles; the whole of the Buxton Branch was signalled in this manner, but the survival of the fittest has not been auspicious to the scheme.

Mr. Eddy had become my Assistant, he generally accompanied me to the Railway Clearing House Meetings, or acted as my representative. He was very active and energetic in the frequent inspections that were Annett's Key made of the various districts, and we were indebted to him Interlocking System. for a happy suggestion that caused an accelerated progress in the annual return of interlocking. "Annett's Key" for some years had been brought into use for the working of sidings beyond limits of long-rod control, the main signal being locked to "danger" so long as the key was in use. It occurred to Eddy, when inspecting the unlocked stations on the Bucks Branch, to adopt this system for all the station sidings. Three keys were to be used—(a) for all down sidings, (b) for the up sidings, and (c) for crossings affecting both up and down lines.

Mr. Thompson, of Crewe, head of signal construction department, gave his cordial assistance in perfecting the scheme, and establishing a system that

satisfied the Inspectors of railways and saved the entire expense of long connecting rods to actuate the points.

This year brought a very considerable patronage to the Company by the journeys over it of His Royal Highness the Prince of Wales, which took me on several occasions to Marlborough House and led to interviews with Mr. Knollys (subsequently Lord Knollys), Colonel Ellis, Colonel Teesdale, and Mr. Tyrwhitt Wilson.

In March, arrangements had to be made for the Prince's horses crossing to Dublin in readiness for the Prince and Princess, who were about to visit Ireland. A new saloon was provided for their Royal Highnesses' journey to Holyhead, which took place on the 7th April. Mr. Findlay received them at Euston, and the charge of the special train devolved upon me—Lord Richard Grosvenor, Mr. O. L. Stephen, Mr. Webb, accompanying us. The train stopped only at Rugby and Crewe; at Holyhead we saw their Royal Highnesses pass on to the "Osborne," which was appointed to convey them to Ireland.

On return it was decided that the route should be *via* Belfast and Stranraer. I had some previous correspondence with Colonel Ellis as to the night accommodation, and ventured to suggest that the Prince's saloon, which had been ordered, would not be equal to the proper accommodation of the Princess as well as the Prince, and that additional vehicles should be provided for the ladies. The recommendation was accepted, and I was glad to find that on the arrival of the Royal party at the harbour all went off very smoothly, and comfortable quarters were obtained by them all.

Stranraer Harbour was illuminated, and looked very brilliant when the Royal party arrived, somewhat behind time. I told the Prince I was very glad to see him safe back, for he had been exposed to annoyance at some of the towns in the South of Ireland. The General Managers of the Caledonian (Mr. Thompson), of the Glasgow and South-Western (Mr. Wainwright), and Mr. Kempt, were in attendance with me. We started at 10.28 p.m., twenty-eight minutes late, but had made all the time up at Oxenholme. We were delayed at Preston cooling an axle under the Prince's saloon. A special stoppage was then made at Warrington to examine it, when it was found to have heated very considerably, and the axle had to be brought under the play of the water column; the noise of the water pouring over the axle was great, and I feared His Royal Highness would be awakened by the rush. After some interval the Sergeant-footman awoke to the fact that something unusual was in progress; he said, however, that the Prince was sleeping soundly. After nearly twenty-five minutes' delay we were on the homeward run again, and made excellent fast running, so as to arrive in town close to 9.0 a.m., the appointed hour.

Next morning I found myself summoned to Marlborough House to see

the Prince ; I could glean no tidings as to the reason of my attendance being required, and my fears warned me that there might be some enquiry as to the hot axle and the fast running ; however, I left with a light heart and very pleasant memory, for after a kind reception, His Royal Highness presented me with a gold pencil case, ornamented with the Prince's feathers, as a memento of his sense of my attention to him on this Irish journey.

I have had the facts of the presentation engraved on the pencil case, and it will be an heirloom for my family.

In July the Prince made a journey to Ripon, and thence we had to convey His Royal Highness *via* Leeds, Huddersfield, and Manchester Exchange, to Preston. Mr. Christison and Mr. Chamberlain, of the North Eastern Railway, were in attendance at Ripon, and the Marquis of Ripon came to the station to say adieu to His Royal Highness.

The Royal Agricultural Show took place at Preston, and His Royal Highness left next day by special to Crewe, and thence by express train, arriving in London punctually at 8.30 p.m.

On 26th October, Prince George of Wales, with Colonel Teesdale in attendance, travelled by the Limited Mail to Scotland ; I received them at the terminus and saw them off.

On 27th November the Prince of Wales, with Colonel Ellis and Lord Suffield in attendance, travelled from London to Birmingham. We left London at 11.0, and at New Street the Prince was received by Mr. Moon, Mr. Bickersteth, and Mr. Bateson. Next day H.R.H. left Birmingham at 4.0, and we made a very good run up to London.

On 12th December I had another visit to Marlborough House, this time in company with Mr. Oakley, Mr. Birt, Mr. Myles Fenton, and Mr. Cockshott, to see Mr. Knollys and Sir Cunliffe Owen as to the appointment that had been intimated of Mr. Cook as the **Sole** Railway Agent to the International Exhibition. A modification of the position was easily obtained when the complete circumstances were explained.

CHAPTER XIII. 1886—1889.

Signalmen Reminder Schemes—Simple Vacuum objected to by Board of Trade—Insurance Society, "Contracting Out"—Death of Mr. Kay—Checking Baggage—Circular Tours—Isle of Man Excursions—New Rules, White Lights—Electric Tablet and Staff—Harwich Route—Severn Tunnel—Race to Edinburgh—Queenstown Route for American Traffic—Scotch Gatherings—Operatic Companies—Extension of Quadrupled Lines—Mr. Eddy—Mr. Stephen Reay—Paris Exhibition—Dining Saloons adopted—Automatic Vacuum, gradual adoption.

THE Company had been, fortunately, fairly free from accidents to passenger trains during 1885. Twice in that year collisions had taken place through signalmen "forgetting" the presence of trains they had either previously signalled or shunted across the lines. It was in connection with one of these, at Sideway Station, North Staffordshire Railway, near Stoke, January 19, 1885, that Colonel Yolland made the first suggestion, productive of many subsequent schemes by patentees, engineers, and superintendents, of some electro-mechanical "reminder" for the signalmen of such occupation of the line; his idea being that it could be arranged by interlocking the points in some way with the telegraph instruments, which should thus be unable to give "line clear" for any coming train while "line blocked" remained as the result of previous action on the part of the signalman.

In the other, which took place at Heaton Norris, on 16th November, 1885, Major Marindin eulogises the new Rule 41A, by which it became the duty of guards or firemen to come up to the signal boxes in case of detention and stand there as a "reminder" to the signalmen of the blocked state of the line.

1886. During the year 1886 the simple vacuum brake the North-Western Directors had adopted came under continued comment at the hands of the Board of Trade Inspectors, and at the investigations we stood in the unfortunate position not only of admitting that the accident had happened, but that these Inspectors had always said, "I told you how it would be!" Wisdom cried aloud: "How long, ye simple ones"?

On 21st December an accident of a character that displayed a new phase of difficulty with the vacuum took place at Carlisle. One of our down expresses ran through the Citadel Station and struck a Midland engine standing 300 yards to the north. The vacuum was fitted to all the fourteen vehicles on the train. A plug of ice was found about one foot on each side of the junction of the vacuum pipes, water having collected in the droop of the pipes.

The returns of brake failures had shewn, not unfrequently, obstructions in the pipes through cotton waste being found in them; to remedy this

class of intrusion a fine grid had to be introduced at the pipe junctions ; and freezing of the pipes as the cause of failures had been often named in the London and South-Western vacuum returns, but the ice difficulty at Carlisle was the first experience of the sort we had met with.

The Vacuum Rules were again revised, 17th April, 1886, and full instructions given as to the "cut off" arrangement for dealing with foreign stock. These rules prescribe that—

Any other Company's vehicles fitted with the vacuum brake must, in all possible cases, be placed in the rear of the London and North-Western train, and the pipes not coupled up. If, however, the foreign vehicles are fitted with a cutting-off apparatus, and the brake can be put out of gear, then the pipes may be coupled up. Horse boxes, and other vehicles with pipes only, may be marshalled in the train and the pipes coupled up.

It will be seen how complicated the varying brake systems of the English and Scotch railways were rendering the instructions for conducting the traffic by arterial trains conveying vehicles for exchange between the lines that had hitherto passed free from any brake difficulty whatever. Of course through passengers in our saloons, etc., were exposed to equal annoyance when travelling beyond our boundaries, and found themselves attached at the tail of the trains on all the lines that had not adopted the same vacuum system as ourselves.

With this complicated state of matters we had to contend during twelve or eighteen months. A better day was dawning, however, for in November of this year, 1886, the Directors agreed to adopt an arrangement by which the vacuum brake could be worked either as automatic or non-automatic, with the understanding that as the automatic brake became general then the non-automatic could be dispensed with.

The Companies who had followed our lead were communicated with in the expectation and hope that they would come to uniformity with this new move. It was quite plain that the automatic brake was coming, though the Directors were somewhat concerned by the returns of brake failures, which shewed, 1880 to 1885 :—Simple vacuum brake, 65,547,080 miles run, 555 faults ; automatic vacuum, 41,890,793 miles run, 519 faults ; Westinghouse, 71,371,476 miles run, 3,944 faults.

For the next three years the difficulties in dealing with the three systems of brake had to be contended with, but the experience of other lines as well as our own, shewed that we were at last on the right track, and the returns sent half-yearly to the Board of Trade (see page 398) indicated the progress made towards fitting the stock with the automatic vacuum.

The record of Royal travellers this year commenced very early. Princess Louise, accompanied by Lord Lorne, leaving Euston on the 3rd January for Dalmally. On the 19th of the same month the Prince of Wales, with his two sons, left Euston at 1.30 p.m.

Royal Travellers
in 1886.

The train was run special from Stafford to Chester, where

His Royal Highness was the guest of the Duke of Westminster. Mr. Grierson (Great Western Railway), Mr. Henry Robertson, Sir T. Meyrick, and Mr. Patchett were among those who received the Prince at the station.

Next day His Royal Highness left Chester, at 11.40, and travelled by the Birkenhead Line to Grange Lane, where the Mersey Railway Co.'s engine was attached, and the opening of the Mersey Tunnel took place. The reception and presentation took some time, and it was ten minutes past one o'clock before we arrived on the Liverpool side, the station exit at St. James Street Station being so crowded that attempts to enter the town were then unsuccessful.

**Opening of
Mersey Railway.**

In the evening the Prince left Lime Street, at 4.5 p.m., for London, Colonel Clarke as equerry-in-attendance. The special train, with the Duke of Westminster, for Chester, leaving very shortly in advance. Mr. Fletcher and Mr. Bateson, Directors, travelled up with us to town, together with Mr. Edwards Moss, M.P., and a very punctual arrival, 8.30 p.m., was made.

The Prince again travelled by the 1.30 train from Euston, on Friday, 22nd. Mr. Eddy had to accompany his train as I was detained in town. On the 25th, His Royal Highness and his two sons came back from Chester. At Chester station the Duke of Westminster, Lord Chesham, Lord Fife, and Lord Alwyn Compton were all in attendance. The railway contingent, beside myself, consisted of Messrs. Robert Johnson, Patchett, Wood, Mumford, and Turnbull. It was the Irish Mail by which His Royal Highness travelled, and its journey was made with its usual punctuality.

On 29th March I had to introduce Mr. Turnbull to Colonel Ellis, at Marlborough House, to arrange for the Prince's visit to Aylesbury, on the 30th, as I had to be in Liverpool that morning.

The Sultan of Johore travelled to Liverpool on the 23rd March.

On the 25th September I had the duty of seeing Prince Henry of Battenburg, who had not accompanied the Queen from Gosport, start by Limited Mail for Scotland, and next day the same service had to be rendered to the Grand Duke of Hesse and Princess Irene, who travelled to Ballater by the same train.

Some of the legislation proposed in Parliament was considered to press very unduly on Railway proprietors by threatening a revision of the Schedules of Rates, Tolls and Charges contained in the Acts by which the lines had originally been authorized, and, in the view of experienced railway chairmen, affecting the security on which investors and shareholders had originally been induced to place their money in such enterprises. The Chairman of our Company was a leader in these views, and a huge meeting of investors and shareholders was held in the Great Hall at Euston Station to raise a protest against the threatened legislation. Upwards of two thousand people attended. Mr. Moon's voice was not sufficiently powerful to be heard

**Important
gathering of
Railway Stock-
holders in the
Great Hall at
Euston.**

throughout the hall, and the reading of the speech was delegated to Mr. Brooke (now Sir Thomas), of Huddersfield. The sea of upturned faces all attentive to Mr. Brooke, who occupied one of the angles of the great staircase, was a remarkable sight.

Another piece of legislation which gave disquiet to the members of Parliament, and even to the Government, was connected with the right of the men to "contract out" of the Employer's Liability Act. It was made clear to our men that the benefits they were receiving by the Company's Insurance Society were far beyond those they could obtain under the Act, the insurance premium securing for them payments for every class of accident on duty, while the Act was limited to cases in which the Company could be held to be negligent. Some ill-feeling against the Insurance Society was worked up by agents of societies like the "Railway Amalgamated," but the bulk of the men shewed by their voting on the point that they realized the advantages of the benefits of the Society in which they themselves had so large a controlling power rather than fall into the hands of solicitors dealing with a new and untried Act of Parliament. The strong attitude taken by our men placed Mr. McLaren, the member for Crewe, in some difficulty, as he had to take a course contrary to that of his party in the discussions and divisions in the House.

Mr. Kay, who had retired in 1885 from active railway service, did not long survive his withdrawal from duty. He was seized with an apoplectic fit while travelling from Manchester to Crewe on 29th March, and died at the Station Hotel on the 31st. His funeral took place at St. Paul's Churchyard, Kersal, Manchester, on 3rd April, and was attended not only by all the chief officers of the London and North-Western Line, but by the leading Goods Managers of all the lines with which he had had friendly relations during the forty-three years he had been connected with the railway, including Messrs. J. Thompson, Caledonian Railway; Lambert and Stephens, Great Western Railway; Ross, Bradley, Sacré, and C. H. Smith, Manchester, Sheffield, and Lincolnshire; Ormerod, Twelvetrees, Collin, and Shaw, Lancashire and Yorkshire; Pauling, North Eastern; and many other representatives of the carrying trade of the kingdom.

Two of our leading engineers decided to retire from active service after many long years of duty, and a farewell banquet was given to them at Euston Hotel in July, Mr. Findlay in the chair. Mr. Henry Woodhouse, of Stafford, and Mr. S. P. Worthington, of Manchester, who gave interesting sketches of their early history and progress in railway life. Both had seen railway travelling commence in their respective spheres, and had had considerable share in its early working—Mr. Woodhouse at Longsight and Stockport on the early Manchester and Crewe; Mr. Worthington had been fifty years

**"Contracting
out," of the
Employers'
Liability Act.**

**Death of Mr.
Thos. Kay, 31st
March, 1886.**

**Retirement of
Messrs. Wood-
house and
Worthington,
July, 1886.**

connected with railway engineering, the Lancaster and Carlisle Railway, as well as the Caledonian, having been the scene of his labours. He wrote to me after the banquet, telling me how greatly he had felt the wrench of breaking off the official connection between himself and the officials of the North-Western Company; it was fifty years since he entered the office of Joseph Locke, then the engineer of the Grand Junction Line from Liverpool to Birmingham, and, with the exception of a few years spent in France on the Paris and Rouen Railway, all his time had been spent on lines connected with the West Coast route to Scotland.

Mr. H. M. Bradford, who had for many years been one of Mr. Woodhouse's assistants, recently on the Central Wales Division, died very suddenly in November.

Mr. Monckton left the service of the Company in July, and my chief clerk, Mr. J. W. Widdowson, was succeeded by Mr. Henry Goulborn in the same position.

Mr. Small, of Dundee, a very old member of the railway officers' circle, who had in later life had the chief supervision of the West Coast Joint (London and North-Western and Caledonian Railway) canvassing staff, died in the autumn, and was succeeded by Mr. Kinlock, with headquarters at Perth.

Mr. J. P. Knight, of the Brighton Company, died in July; and Mr. Kelley, who had been with the Great Western Railway at Paddington, Chester, and Swansea—a most trustworthy officer—resigned, in consequence of ill-health, in June.

Among the new names that appear in the January Railway Clearing House Records of the year we find the following:—Mr. Chalk for **Railway Clearing House Representatives** Mr. Stride, London, Tilbury, and Southend; Mr. Hamilton for Mr. Bradley, Manchester, Sheffield, and Lincolnshire; Mr. Soar for Mr. Powell, District Railway; Mr. Henshaw represents the Brecon and Merthyr; Mr. Garrow's name appears as representing Mr. T. Robertson; and Mr. Barker acts for Mr. Phillipps, of the North Staffordshire; Mr. Noble acts for Mr. V. Hill, Hull and Barnsley; Mr. Cartwright represents the Wrexham, Mold, and Connah's Quay. Mr. Curson acts as Mr. Aslett's deputy in February, and at the tourist meetings Mr. Ramsden, Junior, represents Mr. H. Cook, and Mr. Cunning the Portpatrick and Wigtownshire; while Mr. W. T. Wheatley appears for the Girvan and Portpatrick Line, and Mr. Ellison the Isle of Man Steamboat Company.

In June Mr. Rose acts for Mr. Cockburn, London, Chatham, and Dover, and Mr. Hepworth for Mr. Maddock, Lancashire and Yorkshire, at the meeting called as to provincial newspaper rates; a revision in charges for the conveyance of this traffic having become necessary in consequence of the alterations made in the parcel rates in 1885. The scale for news labels was correspondingly modified.

In the summer Mr. Oakley once more took up the reiterated complaint of the late issue of Time Tables; and once more the Superintendents agreed

that the tables and notices of changes ought to be in the hands of the public four days before the end of each month, and that this was the earliest date it was practicable to adopt.

The Clearing House Superintendents were kept busily engaged at numerous meetings dealing with proposals submitted through Mr. Somers Vine as to the railway arrangements and facilities to be extended to the forthcoming Indian and Colonial Exhibition, so soon as it was seen that the Companies generally could not concur in the proposal that Mr. Cook should be sole railway agent; these requests were made officially by Mr. Philip Cunliffe Owen on behalf of the Royal Commission appointed to carry out the Exhibition. His Royal Highness the Prince of Wales was called the Executive President, and Mr. Somers Vine the Official Agent to the Royal Commission.

It was at first desired that a railway bureau should be attached to the Exhibition and that recognized Indians and Colonials should have special tickets issued to enable them to visit English and Scotch towns at reduced rates: it was ultimately decided that a special ticket office should be established in the Exhibition building where tickets should be obtainable for English and Scotch destinations, the tickets to be issued by clerks under the order of Mr. Dawson, of the Railway Clearing House. A "Railway Lounge" was organized in which the various Companies could exhibit their bills and books, no attempt at canvassing to be allowed. The Companies agreed to honour these tickets by any route, the holders of return tickets could select their outward and homeward route, the ticket being available in common, the receipts being divided, one-half for the outward journey and one-half for the return. It was a great facility extended to the Colonials and proved that the lions and lambs of the railway world could, at the request of the Royal Commission and its Princely President, exist quietly together in the same pasture.

Artizans' Associations, School Boards, Workmen's Clubs and such organizations were by the active urgency of Mr. Somers Vine being worked up throughout the Kingdom, the Mayors of towns and cities, the Chairmen of Local Boards, &c., were all being urged to aid in the movement to visit this Exhibition. It was opened by Her Majesty Queen Victoria with splendid pomp on the 4th of May, and the grand expanse of the Albert Hall never shewed to finer advantage than on the day on which Her Majesty appeared there on the occasion.

In addition to this Exhibition in London, there were traffic arrangements for the provinces in connection with the International Exhibition at Liverpool, which the Queen also honoured by her presence; the gentlemen who negotiated with the Superintendents were Messrs. Lee Bapty, and Radcliffe. Mr. Radcliffe was Mayor of Liverpool at the time, and he received the honour

**Railway Office
and Lounge at
Colonial
Exhibition,
under Clearing
House Control.**

**Exhibitions at
both Liverpool
and Manchester.**

of Knighthood from Her Majesty as Sir David Radcliffe. He is now one of the Directors of the Lancashire and Yorkshire Railway. The Exhibition was open for two years 1886 and 1887. There was some difficulty in selecting the site for the Queen's reception, as the Exhibition was close to the extreme boundary of Liverpool, and it was naturally thought undesirable that any county authorities should take precedence of the Mayor of the city.

Mr. Lee Baptý acted as the Representative Agent for both the Manchester and the Glasgow Exhibitions which followed the Liverpool one in successive years, and all in their turn called for special excursion arrangements at the hands of the Superintendents.

Exhibitions reached their maximum during 1886-7, and in the winter of 1886 the popularity of "Olympia" was at its height; it was organized as the National Agricultural Hall Co. and Mr. J. S. Wood acted as Secretary. The Hippodrome performances at "Olympia" were exceedingly popular, and the overcrowding at Addison Road at the close of the performances gave rise to much difficulty in providing accommodation by the evening trains.

The subject of "ticket nipping" arose for discussion at the Clearing House, Mr. McLaren urging some improvements. The Sub-Committee **Ticket Nipping.** reported that there was not much advantage in the nipping of tickets at intermediate stations; the Clearing House reporting that the labour and cost involved in checking the interests of Companies whose lines had been used in error was not justified by the small result obtained.

Mr. Tyrrell submitted a new nipper capable of both embossing a number on the tickets and of nipping out a small portion if desired, the sample ticket proposed had a clear margin at the foot along which a considerable number of figures could be embossed without any mutilation or disfigurement of the ticket. At a following meeting, Mr. Mason for Mr. Cockshott submitted a nipper which impressed the embossed numbers in ink. These designs were very favourably received but in view of the Sub-Committee deciding that the collected tickets should be checked by end numbers only no further action was taken, it being considered the duty of intermediate Companies to make special claim for their own protection in case of wrongly used tickets.

Mr. Cockshott was elected Chairman for 1887 at the usual meeting in October—this meeting was attended on my behalf by Mr. Eddy and was the last meeting at which he represented me.

1886. The new lines affecting the North-Western which were opened during the year were: 19th April, the West Kirby Extension (joint with Great Western Company), the line running from Parkgate to Heswall, **New Lines, 1886.** Thurstaston, and terminating at West Kirby with a station closely adjoining the terminal station of the Hoylake Railway. On 1st July the line from Salybridge through Micklehurst to Diggle, a valuable relief line for our Yorkshire traffic from Manchester, was opened for passenger traffic, three or four months after it had been in use for goods

traffic. The course of this new line is nearly parallel to the old one *via* Delph Junction, but it runs on the eastern side of the valley which is the dividing line between Cheshire and Lancashire, and rejoins the main line at Diggle close to Standedge tunnel mouth, where the four lines merged for the present into two; the stations upon the line were four in number, *viz.*, Staley and Millbrook, Micklehurst, Friezland, Upper Mill.

In October the junction line between the Manchester, Sheffield, and Lincolnshire and London and North-Western, between Platt Bridge and Hindley, was opened, affording a shortened route between Preston and Manchester, avoiding Wigan. Morecambe Station, a terminus for the London and North-Western Railway independent of the Midland Company was opened in July, and Poulton Lane closed. The enlargement of Workington Station with four lines through it was completed in November. Leamington (Warwick) Station was renamed and was called "Warwick (Milverton)." The station at Gower Road was by both Great Western and London and North-Western agreed to be called Gowerton, and the station on the Birkenhead Joint Line having the very common name of Sutton was renamed, for the sake of distinguishment, "Little Sutton." The slate wharf at Deganwy on the Conway estuary, near Llandudno Junction, was brought into use in the spring of the year.

American Traffic.	The advantages presented to American travellers by the extension of the Lime Street Hotel were very fully set out in the Time Tables of the
—	Company, its propinquity to the Lime Street Station, its extensive suites of bedrooms; the Omnibus arrangements which were obtainable at the Landing Stage in accordance
Lime Street Hotel.	with telegrams despatched by customers from Queenstown, and the attendance at the Stage of representatives of the Com-
—	pany in order to extend any required facilities in reaching the terminus. In the January Time Tables the first notice as to
Through Check- ing of Baggage.	checking of baggage through from New York appears :

The London and North-Western Railway Company are now prepared, in concert with the various lines of Atlantic steamships, to check baggage through from New York to London on the system usually adopted for American travel.

Passengers taking their tickets by London and North-Western route can have articles of baggage intended for the "hold" of the steamer checked through to London on application to the Company's agent, Mr. L. J. Trowbridge, Washington Buildings, 3, Broadway, New York, who will arrange for the transmission of the baggage and for its delivery to any destination in London. This gentleman will also make all the necessary arrangements for dealing with the baggage throughout.

Passengers can entirely avoid the delay that arises at the Landing Stage, Liverpool, while waiting for their baggage to be passed through the Custom House by handing their keys appertaining to such baggage to Mr. Trowbridge in New York, who will arrange for their being forwarded, in sealed packets, to Liverpool in readiness for the necessary Customs inspection at that port, and the Railway Company's officers at Liverpool will arrange for their transmission with the baggage to the appointed destination in London.

Passengers who have omitted to have their luggage dealt with through from New York

in accordance with the above suggestions can have it checked at the Landing Stage at Liverpool to any destination in London at a uniform charge of 2/- per article, including all cost of cartage and dock portage.

A similar arrangement is also in operation for the return journey, London to New York.

The 7.20 a.m. train from London is still described as the proper train to adopt to secure the steamers sailing for America in the afternoon.

The Time Book of the Company underwent some changes in the summer, and the June number was the last on which the London and North-

Western route was shewn by the long "red line" stretching over the country from London to the extreme North of Scotland, for the buff coloured covers which had been adopted for upwards of thirty years gave way to a more attractive lettering.

**Alteration in
Company's
Monthly Time
Book.**

The large folding map, which invariably tore when opened out, was done away with, England was cut into two portions, was surrounded by a blue ocean and the map extended conveniently sideways outside the letter-press when opened. These maps continued in use till 1891, when type lettered maps (after American models) took their place. Great Britain was shewn as a medallion map in relief on the first issue, but after fifteen months a more serviceable map was adopted.

The back of the Time Book shewed a brilliant arrangement of the Company's Hotels and those of its allies in circular medallions, Birmingham, Euston, Liverpool, Crewe, Preston, Greenore, Blaenau Festiniog, Glasgow, Holyhead, Dublin.

In July, a new service of trains from Edge Hill, *via* Bootle, to Southport was brought into operation, a short connecting line called Bootle Junction uniting the Lancashire and Yorkshire and London and North-Western having been opened in June. No other change of importance except the gradual introduction of trains, London to Manchester, with 4¼ hours as the fastest time—the 10.10, 12.0, and 5.30 had 4.20 minutes; while the 2.0 and 4.0 p.m. had 4.15 minutes as their limit.

In November a new departure was taken in order to avoid the frequency of changes and to curtail expenses of Time Table issue, it was decided that the Time Books and Bills should be struck off as for November and December, 1886, and January and February, 1887.

**Time Tables
issued for 4
consecutive
Months.**

1887. Following the scheme for issuing the Time Tables to serve for months without change, those for the London and North-Western Railway for March, April, May and June were all one issue, but circumstances in several cases compelled subsequent separate issues.

**Through
Carriages
between
Manchester
and Tenby.**

In March the running of through carriages by one convenient train each way between Manchester and Pembroke Dock, thus serving Tenby, was announced and a practical use was made of the narrow gauge route that had been established between Whitland Junction and Carmarthen, linking up the two narrow gauge systems.

In April the service between Rickmansworth and Euston was under consideration owing to the opposition we experienced by the opening of the Metropolitan Line; through carriages without change at Watford were decided upon, and two trains in the morning up to London and two back at night had this facility.

In July an acceleration in the Scotch express took place which was not without its effect in a future year. The 10.0 a.m. express from London became due in Edinburgh at 7.45 and Glasgow at the same time. The up express from Edinburgh was run separately from the Glasgow train, it left Princes Street Station at 10.0, and was due at Euston at 7.45, while the 10.0 a.m. from Glasgow remained due at 8.0 p.m. as heretofore, this alteration remained in force till the end of September, when the service reverted to the old hours of 10.0 a.m. departure, 8.0 p.m. arrival.

**Slight Scotch
acceleration,
London and
Edinburgh.**

The notices as to tourists included very numerous bookings of circular tours in Scotland, but no arrangements could be arrived at for the one particular excursion embracing the Caledonian Canal on the one side and the Highland route on the other. The announcements for such tours in 1887 were not extended beyond the Caledonian, *via* Callander and Oban, with McBrain's steamers *via* Ardrishaig and the Crinan Canal.

**Circular Tours
in Scotland.**

In North Wales a very extensive list of circular tours was announced, with small diagrams in the programme indicating the routes.

The concession for tourist luggage sent in advance was announced to be one-half of the general excess luggage rate, with a minimum payment of 1/-. The hostility of the other Companies to a charge per article remained throughout the negotiations, but the concession for the conveyance of ordinary passengers' luggage at 6d. per article still remained in force.

**Tourist
Luggage
in Advance.**

The reduction in the rates for conveyance of parcels by passenger train, commencing in May, 1886, was shewn to have rendered unnecessary the arrangement that had been in force for many years of "Van Parcels Rate"—an arrangement whereby heavy parcels had been taken by one slow train daily to or from any of the large towns on the system at one-half the ordinary parcel rates, the packages in question being marked "Van Parcels." Such a long-standing arrangement could not be abandoned without considerable debate; a Sub-Committee of Superintendents had to report on the proposition, which was ultimately agreed to, with the proviso that should any particular traffic be found to be prejudicially affected, it should be subsequently dealt with.

**Van Parcel
Rates
abrogated.**

A list of workmen's tickets was given in the December Time Table; this indicated a considerable extension of the list that had previously appeared, the tickets being announced from all the large provincial towns to the various suburban stations used by workpeople; daily and weekly fares being advertised.

**Workmen's
Tickets
extended.**

1887. Among the changes in the Company's officers in March, Mr. R. D. Sharpe was appointed to take charge of the Stafford and Crewe goods district, in the place of Mr. Sheppard; Mr. H. B. Taylor (son of Mr. David Taylor, of Liverpool), succeeded Mr. Sharpe at Rugby. **Changes in L. & N. W. Officers.** The agency at Bristol, heretofore held by Mr. Singer, was transferred to Mr. Charnock, who thus gave up the Wolverhampton district, in which he was succeeded by Mr. Mitchelhill.

My energetic assistant, Mr. Eddy, obtained the post of Assistant General Manager on the Caledonian Railway, Mr. James Thompson's health having given way. We were glad to find all our friend's vigour thrown into the support of a company working in such close alliance as that of the Caledonian, and we had the satisfaction of knowing that in any suggestion he made for improving the train service to and from Scotland, he was thoroughly acquainted alike with our strong as our weak points. It seemed strange, however, to see him taking the Chair as Caledonian representative at the West Coast officers' meeting, which he did for the first time on 14th April.

Mr. Robert Turnbull was selected to succeed Mr. Eddy as my Assistant, and in turn Mr. Jonathan Groom, who had been Mr. G. Findlay's confidential clerk for many years, was appointed District Superintendent of the Southern Division; his in-door office training had not been calculated to make him very conversant with out-door management, inseparable from his new position, but his experience and caution stood him in good stead, and enabled him very shortly to become master of the anxious task of the control of the London and Southern District. Mr. Turnbull acted as my Representative for the first time at the Clearing House Meeting in July.

Mr. Trowbridge having been recalled from America, Mr. J. W. Widdowson was temporarily detailed to fill the position, and his name was substituted for that of Mr. Trowbridge in the notice as to checking baggage; his presence in the States rapidly resulted in applications for insertion by other lines of their names in our programmes, and the Northern Pacific and Union Pacific were added to our columns.

Towards the close of the year still further changes were discussed, and as the result of a special mission to New York by Mr. Michel, it was decided to appoint Mr. Barattoni as Resident Agent there, with Mr. Wand as Assistant, and to dispense with Mr. Loveland in Liverpool. **New York Representative.** **Mr. J. W. Widdowson.** **Mr. Barattoni finally appointed.** Mr. F. Thompson was appointed to succeed Loveland, with the duty of meeting all the incoming steamers at the landing stage, obtaining omnibuses and compartments or hotel accommodation for the American travellers, a task which he thoroughly entered into, and for years undertook with success.

The Manchester and Liverpool Exhibitions were the principal provincial

attractions of the year ; sub-committees dealt with the details of the agreed excursions, Mr. Shaw taking the chair at the Liverpool settlements, Mr. Mawby doing the same for the Manchester ones. **Exhibitions at Manchester, Liverpool, and Leeds.** The Manchester Exhibition was called the Jubilee Exhibition ; its main attraction was the splendid collection of pictures, painted by artists during the fifty years of Her Majesty's reign. It was honoured by the presence of the Prince and Princess of Wales at its opening. I had the duty of seeing Sir Francis Knollys at Marlborough House to arrange for the Prince's journey. Mr. Findlay took charge of their Royal Highnesses' train through to Manchester on the 2nd May. A special passenger station closely adjoining the Exhibition was constructed beyond Old Trafford ; a plan of the lines and stations serving the building was given in the Company's Time Books.

The Liverpool Exhibition had reference to the benefits of Her Majesty's reign in the victories alike of peace and war, commencing with records of the Crimea, and extending to the late campaign in Egypt.

Leeds also had its International Exhibition this year at Saltaire.

The arrangements for the American Exhibition in London gave rise to several animated, if not angry debates. Mr. Whitley, the President of the Exhibition, intimated that the Exhibition would cover twenty-three acres adjacent to Earl's Court, West Brompton and West Kensington Stations ; that it was expected to be opened by cable from Washington by the President of the United States at 2.0 p.m. on 2nd May ; that among the attractions would be the Wild West Entertainment, with Buffalo Bill and 160 Indians. The ground, it appeared, largely belonged to the District Railway, and it was elicited that the through booking to the Exhibition was to be a "close Borough" for the District Line. The West London and West London Extension strongly objected, and the necessity of a foot-bridge being constructed across their line to connect the two portions of the Exhibition, soon formed the opportunity for obtaining an equal footing with the District Company in the arrangements ; not only so, the Metropolitan Railway, represented by Mr. Bell, brought all their batteries to bear, but Mr. Powell and his able lieutenant, Mr. Soar, insisted on that traffic coming *via* the inner circle. The storm settled down shortly, and in all the subsequent exhibitions at Earl's Court the West London Extension Station at West Brompton has had its proper footing.

Another of the stormy questions of the year, so far as tourist bookings were concerned, arose from the fact of a strong opposition being started against the old-established Isle of Man Company. The opposition was organised by Mr. Aspinall, a Manager of the new **Isle-of-Man Traffic.** Manx Line of Steamers. Their fares from Liverpool were cut down to an absurdly low figure during some portion of the struggle, and the through fares were constantly fluctuating in consequence.

In September some further prominence was given to this traffic by the so-called "short sea route *via* Fleetwood," attention being especially called to the fact that the steamers ran alongside the railway terminus at Fleetwood and no expense was incurred in the transfer of luggage—an announcement which resulted in a retaliatory and costly expenditure on the part of the Companies interested in the route *via* Liverpool.

During 1886 and 1887 several meetings had been held dealing with suggested modifications in the Rules and Regulations, and on July 18th, 1887, the closing Report was issued to this effect:—

**Further
Revision of
Standard Rule
Book.**

Your Committee have much pleasure in reporting that the diversity of practice in the use of Signal Lights, which was the immediate cause of their appointment, and under which the purple light was in some cases used as a danger signal, and in others as an all right signal, has been obviated, the Great Northern Company having discontinued the use of the purple light as an all right signal, and the London, Chatham, and Dover Company using the purple light as a danger signal, so that in all cases where the purple light is now used as a fixed signal it is a danger signal.

Your Committee, in compliance with minute S 759, have considered whether any modifications of, and additions to, the existing Rules and Regulations could be made with advantage, and they recommend that whenever a new edition of the book of Rules and Regulations is printed, the modifications and additions set out in the attached appendix be adopted.

E. M. NEEDHAM, CHAIRMAN.

The officers present at the final meeting of this Committee were:—

Mr. Needham	...	Midland Railway, Chairman.
Mr. Kempt	...	Caledonian.
Mr. Mathieson	...	Glasgow and South-Western.
Mr. Robertson	...	Great Eastern.
Mr. Cockshott	...	Great Northern.
Mr. Burlinson (for Tyrrell)	...	Great Western.
Mr. Maddock	...	Lancashire and Yorkshire.
Mr. Neele	...	London and North-Western.
Mr. Bradley	...	Manchester, Sheffield, and Lincolnshire.
Mr. McLaren	...	North British.
Mr. Christison	...	North Eastern.

The principal points in these Rules were the modification in the statement of the Fixed Signals at night, formerly red, green, and white. The addition to the rule was as follows:—

On lines worked on the Block Telegraph system two signals only are exhibited at the Semaphore, *viz.*: danger and all right, the red light being in all cases the danger, and the white light generally the all right signal; but some Companies use the green light as the all right signal in all cases, and others (who use the red and white signals), use a red and a green light in the case of junction signals in order to mark the position of the junctions.

The addition to the rules as to the caution necessary on the part of signalmen in lowering the home signal when trains were not intended to go beyond the starting signal, were fully elaborated, and so were the instructions as to guards and firemen going up to the signal boxes in cases of detention specifying when the front guard and when the rear guard should act. The prohibition as to allowing trains to

**Starting
Signals.**

proceed in foggy weather or falling snow to stand at advanced starting signals was introduced, and carefully worded amendments as to fog signalling incorporated. Slip coaches were also dealt with, and special regulations put in force for slip carriages when run over foreign lines, each Company being left to adopt its own practice in so far as local traffic is concerned. The London and North-Western Company at that time had entirely discontinued the use of slip carriages, and their amended Rule Book stated the fact.

Fog-signalling appliances were still further debated, and it was reported that several of the Companies, including the London and North-Western, were experimenting with a view to adopt some audible signal in addition to the out-door signals, either electrical or mechanical, as a guide to drivers in fogs, but nothing of a satisfactory nature was evolved.

The regulations for the use of the Continuous Brake (but only in very general terms, owing to want of uniformity in the appliances of the Companies), were incorporated in the amended rules, and considerable extension of distances requisite for protecting trains in cases of accident, were recommended; most of these suggestions following on some special accident or escape from accident, which the recent experience of the members of the Conference had furnished.

On this ground these amended regulations incorporated an addition to Rule 181A, which the London and North-Western Company had added as far back as November, 1883, *viz.* :—

After shunting operations of any description, the signalman must see, or have word from the guard (or if a shunter has been employed, then from him), that the carriages or other vehicles have been left secure on the sidings, and that the main lines are clear, before lowering the signals to allow any train or engine to pass. In the case of a light engine, the fireman will be held responsible for advising the signalman.

The only new name appearing on the Superintendents' lists in 1887 was that of Mr. J. Noble, who is announced at the January meeting as representative of the Garstang and Knot End Railway.

Mr. McLaren gave notice of the opening of the New Tay Viaduct on 20th June, 1887, and consequent discontinuance of Broughty Ferry.

Mr. McLaren was elected Chairman for the year 1888.

Mr. John Partington* had for some time been urging the advisability of the Company printing their own tickets rather than continue their supply from Edmondson's, showing how very frequently when excursions were arranged at short notice, or a special party had to be provided for, the tickets could be readily printed at Euston without any loss of time in sending to Manchester or elsewhere for the supply. The Directors yielded to his persistency, and a small office was started, which has developed into a very serviceable and economic organisation.

* Mr. Partington died, after a short illness, at Brighton in April, 1901.

The extension of the traffic in fruit from the Kentish district for Scotland and the North of England led to the provision of special fruit vans. The necessity for keeping the fruit cool on the journey, and at the same time excluding dust, taxed the talent of our Wolverton establishment; but Mr. Park brought out a very serviceable design, which has been found to meet the requirements. A new form of dog carriage, in which I took interest, and which was much lauded in the Press, was also brought out this season, and was very much in request by sportsmen. An additional facility in the shape of open vans for dealing with luggage by the busy tourist trains was also commenced this year, a sample vehicle being submitted for approval, and adopted.

Rolling Stock.

Fruit Vans.

Dog Carriage.

Luggage Vans.

The delays experienced in working portions of single line under the train staff and ticket system had been so much felt that the announcement of the introduction of the "**electric tablet**" system was received with much satisfaction. It was patented by Tyer. The "tablet" being used instead of the "staff" as the authority for travelling over a single line, and, being obtainable at either end it afforded a freedom in working which the train staff did not afford—by a system of electric locking in cylinders at both ends of the single line, one tablet only at a time could be obtained, and this only upon the insertion of the tablet in the instrument at the other end, thus forming the secure authority for trains or engines holding the freed tablet to pass along the single line. The Scotch Companies adopted the tablet in the first instance, Mr. Curren, the Caledonian District Superintendent, being a strong advocate for its use.

**Train Staff
delays in
working traffic.**

**Electric tablet
introduced.**

The adoption of the tablet system in lieu of the staff did not meet with approval on the London and North-Western. Mr. Tyer was good enough to explain its working, and a piece of single line between Bedford and Sandy formed a very suitable place for the introduction of the new mode of working; but the "staff" was the predominant L. and N.-W. idea of single line working. Mr. Thompson, of the signal department, who had aided Eddy in his A B C scheme for station interlocking, now brought out a proposal for **electric train staff** instead of tablet, and it was tried at Bedford experimentally, and ultimately adopted, not only there, but is now, as "the Webb-Thompson electric train staff," in very general use on the lines. The rules for electric tablet and for electric staff working were incorporated subsequently in the Clearing House Standard Rule Book.

**Electric Train
Staff tested.**

The Jubilee of Her Majesty's reign was distinguished, so far as the North-Western Railway Company was concerned, by the conferring of a baronetcy on Mr. Moon. It was not known till the Directors and officers met at the large offices at Westminster on Jubilee Day that such a distinction had been conferred. There were many congratulations extended to him on the occasion.

**Baronetcy
conferred on
Mr. R. Moon,
1887.**

Sir Richard subsequently told me that it was far from his wish to have accepted the title; but it appeared that the letter conveying the intimation of the intended honour arrived during his absence from home, and was opened by some member of his family. Had the letter come to his own hands he should have declined the honour, but the members of his family deprecated any such course; and the Board passed a most congratulatory minute on the occasion.

On the 4th July the Queen's Jubilee was celebrated at Crewe, as well as the 50th anniversary of the opening of the Grand Junction Railway through

**Jubilee
Celebration at
Crewe, 1887.** Crewe, the completion of the three thousandth engine built in Crewe Works, and the dedication of the Public Park for Crewe.

A grand banquet was given at the works—Mr. Holland Hibbert, Mr. Thompson (Chairman of the Midland Company), and the Bishop of Chester being among the speakers. Jubilee medals were delivered to the officers. Rain unfortunately somewhat spoilt the procession arranged in connection with the opening of the park—twenty-eight acres of ground given by the Company, increased to forty acres by the generosity of adjoining landowners.

On the same evening I managed to attend the reception given by Mr. Gillig at the Grosvenor Gallery in London, Mr. J. G. Blaine, Newman Hall, Broadley, Henry Irving, and several stage celebrities being present.

In May I had an interview with Colonel Collins as to the intended journey of the Princess Louise to Liverpool, and afterwards saw Her Royal

**Journeys
of
Members of
Royal Family.** Highness and Lord Lorne leave Euston on Sunday afternoon, 15th instant, as arranged with Colonel Collins. Prince Albert Victor's intended visit to Ireland in June entailed an interview with Captain Greville at Marlborough House, and on the 27th, being in North Wales, I accompanied the Irish Mail train by which His Royal Highness and his brother travelled from Chester to Holyhead, and saw them start by the steamer "Ireland" (then recently placed on the mail route) for Kingstown.

On 17th October we had a plethora of Royalties at Euston. The Duke of Teck left at 12.10, H.R.H. the Prince of Wales left at 3.0, and Prince Albert Victor same day at 4.30 p.m.; the Prince of Wales returning on the 22nd from Easton-Neston, Blisworth, to London by special under my charge.

The Prince and Princess left Euston on the 15th of December for Berkhamsted, and on the 19th they returned by an early train, reaching Euston at 11.15 a.m.

The Princess Royal of Germany with Count Seckendorf left on 7th July for Aylesbury, and the same day the Lord Mayor of London went down to Blackpool by the 10.0 a.m. train, and from Preston to Blackpool by special. The town was illuminated, and a regular military display took place in Raikes Gardens in his honour. A splendid banquet in the pavilion on the North Pier brought the day's performance to a termination.

Late in the autumn, 14th October, H.R.H. Princess Christian and H.R.H. Prince Alexander of Battenberg went down by night train from Euston to Ballater.

In May I had to call at the offices of the Hawaiian Legation as to the arrangements for the visit of Kapiolani, the Queen of the Sandwich Islands, and on 4th June I travelled from Liverpool in charge of the **Queen of Hawaii at Liverpool** train by which she journeyed, accompanied by her sister, Liliokilani (who afterwards came to the throne). The train stayed at Rugby to allow time for these Royalties to dine; while at that station the Queen saw a little girl who had been out "Maying" carrying a large bundle of May in her hands, she particularly requested some of the May-blossom—it was quite an unknown plant to her.

The train continued as a special train from Rugby to Peterborough, where I handed it over to Mr. Norton, one of the oldest officers of the Great Eastern Company.

At Rugby I had asked the favour of the signature of the Queen Kapiolani in my birthday book which I happened to have by me. The name was written by the sister, Liliokilani, who told me that she always wrote for her sister, she could manage it far better.

A singular accident brought me into communication with Lord Gormanston. Early in November His Lordship, his family, and household were passengers by the up Holyhead express. When nearing Bletchley, while the train was travelling at fifty miles an hour, a **Accident to Lord Gormanston's party near Bletchley.** young woman, having His Lordship's little boy in charge, by some means fell out of the train. It was surprising that she was not killed on the spot, but such was not the case. She fell so close to the adjoining set of rails that the down newspaper train cut off a lock of her hair. The young woman was not missed at first, but owing to the open door being noticed the train was signalled to be stopped at Leighton, and thence Lord Gormanston returned to enquire after the unfortunate maid. Notwithstanding the scalp wounds and the shock the young woman recovered.

The Great Western Company and the railway world in general lost a valuable officer and a very worthy man by the death (October 7th, 1887) of Mr. James Grierson. He was a most courteous man, and though he had very keen differences with our people, his tact and discretion always avoided any open rupture. The remark he made to me at the close of a long fight over a disputed new line, when the Committee gave a decision adverse to his side—"There is always a *to-morrow* in these cases"—seemed to be quite a consoling sentiment to him. If he lost his case to-day he always looked forward to "to-morrow." He had been a lifelong friend of our General Manager, and at the largely attended funeral no more sincere mourner was present than Mr. Findlay. Mr. Grierson was succeeded by Mr. Henry Lambert at Paddington as General Manager of the Great Western. I do not think our Chairman quite appreciated one of his quondam officers

becoming General Manager of the Great Western Line and taking the lead at the Joint Conferences between the two lines.

1888. With the opening of the year took place the opening of a through service connecting the Great Western with the North-Western at Willesden Junction, a service of eight or nine trains each way being established between Southall, Hanwell, Ealing, Acton Wells Junction, and Willesden. The trains were run to the Upper Level Station at Willesden, and a convenient arrangement for dealing with them, so as to stand clear of main lines, was established at Harlesden Junction.

**New Service,
Ealing and
Willesden
Junction,
1st Jan., 1888.**

In March a short line from Weedon to Daventry was opened, and an improvement made in the lines at Weedon Station; the platforms and upper level booking office being removed to the North side of the high road which crosses the line at this spot. A connecting siding into the Government Stores was also formed, and the moveable bridge over the canal relegated to the goods lines. A new station between Brondesbury and Finchley Road, called West End Lane, was opened for traffic. The stages between the two stations named were very short, but the rapid growth of population around West Hampstead fully justified the experiment of opening an additional station.

**Weedon and
Daventry Line
opened,
March, 1888.**

In May the South curve, connecting Lancaster with Morecambe by a direct line, was opened, and the service heretofore afforded, *via* Hest Bank, was reduced to a minimum.

**Direct Line,
Lancaster to
Morecambe,
opened May, 1888.**

In June another through service of an important character was arranged, that of a direct train from Birmingham, *via* Rugby, to Peterborough and March, and thence to Parkeston Quay, Harwich, running so as to suit the departure of the night boats for Antwerp. After several interviews with the Great Eastern Company's representatives a very good service was arranged, so timed, indeed, as to enable passengers from Glasgow and the North of England, and those by Irish Mail from Holyhead, to join the train for Harwich, and it became a travellers' joke that at Rugby passengers must "change here for Amsterdam, Rotterdam, and Hamburg."

**Harwich Route
from Birming-
ham via Rugby
and Peterboro'.**

In the same month another connection of a different character was made between the Great Eastern and the North-Western Lines. This was at Gospel Oak, where the train service of the former Company, from Chingford, Walthamstow, and South Tottenham to Highgate Road, was extended to Gospel Oak, and there formed a terminus. The Midland Company subsequently joined the Great Eastern in the running of some of their suburban services to this place, with the result that this station ultimately came under joint staff and management as a passenger exchange station, but without any physical junction.

**Gospel Oak
Joint Station.**

In July there came into force a highly important train service, bringing

G. N. TYRRELL.

F. P. COCKSHOTT.



JAMES SHAW.



F. W. WEBB.

J. RAMSBOTTOM.

the Great Western and the London and North-Western into most friendly relationship. This was the establishment of a new arterial service of three well equipped and well planned trains running daily between the two systems, North and West, through the Severn Tunnel—Bristol being the principal point aimed at on the one side, with Leeds, Glasgow, Manchester, and Liverpool on the other, the trains running *via* Crewe, Shrewsbury, and Hereford, avoiding Newport itself by a sharp curve at Caerleon; the vehicles from Cardiff and Newport being brought to Pontypool Road, where a junction was effected with the new trains.

Sleeping carriages were run by the night trains between Glasgow and Bristol, and an important traffic, for which Birmingham had long been the point of exchange between ourselves and the Midland Company, now found a totally different course along the joint London and North-Western and Great Western Lines through Hereford. Consequent on the extension of the Midland Company's system to Manchester and to Liverpool, an attempt had been strongly made by them to force the traffic from Bristol and Gloucester to Lancashire round by Derby, so as to avoid the transfer of their passengers to us at New Street, Birmingham, and with this object some of their best expresses were run from Cheltenham through to Derby, avoiding Birmingham entirely.

It will easily be understood how much correspondence was entailed in the final completion of this new Severn Tunnel train service, affecting the Caledonian as well as the two running companies. The locomotive and the carriage departments were alike interested; the guards had to be specially instructed in their new route; the Great Western officers went heart and soul into the scheme, and it worked well and smoothly, but both Crewe on the one side and Bristol on the other realized an additional burden to already crowded platforms.

If, however, the arrangements between the North-Western and the Great Western were assuming a very friendly aspect, those between the North-Western and the Great Northern did not run quite so smoothly. This year was distinguished as that of the race to Edinburgh, 1883. The Great Northern and East Coast to Edinburgh.

Mr. Cockshott, the Superintendent of the Great Northern Railway, had always been an advocate with his Directors for speed as the great factor in retaining traffic between competitive points, while our Chairman was constantly impressing on our Manager and his subordinate officers the importance, in a dividend point of view, of economy in the expenditure of locomotive and running expenses and of avoiding excessive speed. Forty miles an hour was about his standpoint, and he ridiculed the idea of speed prestige being any advantage.

In conversation with Mr. Cockshott the fact was continually pressed by him that the Leeds and London traffic was swept by the Great Northern

owing to their superior speed and consequent shorter time between those two towns, and he openly warned Mr. Needham, of the Midland Company, that whatever time that Company might choose to fix between Leeds and London he, for the Great Northern, would arrange to leave Leeds after him and reach King's Cross before him.

Now without ever saying anything so pointedly as to our competition to Edinburgh, I am satisfied his mind was quite as determined that we should not run on equality to Edinburgh. The long continuance of the English and Scotch Traffic Agreement, which had been in force since 1856, had given the North-Western system a proportionately smaller division of the London-Edinburgh traffic than the East Coast; owing to the fact that under it the far larger share of the London-Glasgow had fallen to the West Coast route, but when the divisional agreement terminated, the two routes were thrown on to their own resources, and the flow of the Edinburgh traffic having so long been accustomed to the King's Cross route, there was very much lee-way to be made up before anything approaching equality could be hoped for.

So strong indeed was the hold the Great Northern had on the traffic that they allowed the London and North-Western, without challenge, to announce 1st, 2nd, and 3rd, by the 10.0 a.m. express from Euston to Scotland, while their competitive train from King's Cross was restricted to 1st and 2nd class only.

In November, 1887, however, the Great Northern intimated that they intended carrying 3rd class by their 10.0 a.m. express train. Prior to this their 3rd class passengers had left King's Cross at 10.35, reaching Edinburgh in ten hours, and Glasgow in a little under twelve hours; those by the North-Western having taken about ten hours to Edinburgh and ten to Glasgow.

The advantage thus given to the East Coast 3rd class passengers remained unattacked during the winter; but it was known that we were dissatisfied with the position, and one or two interviews with the Great Northern showed that they were anticipating some action on our part.

In June, 1888, it was announced that the 10.0 a.m. express from Euston would complete the journey to Edinburgh and Glasgow in nine hours. The following tables show the difference in the running between January and June:—

JANUARY.				a.m.	a.m.	JUNE.				a.m.	a.m.
Euston	...	...	...	10 0	...	Euston	...	...	...	10 0	10 30
Willesden	...	...	...	...	...	Willesden	...	...	...	10 12	...
Rugby	...	...	...	11 50	off 11 55	Rugby	...	...	11 42 off 11 47	...	...
Crewe	...	...	...	1 33	off 1 40	Crewe	...	...	1 15 off 1 22	...	...
Preston	...	...	...	2 45	...	Preston	...	...	...	2 22	...
Preston	...	...	dep.	3 10	3 17	Preston	...	...	dep.	2 47	...
Carlisle	...	...	arr.	5 17	5 37	Carlisle	...	...	...	4 40	...
Carlisle	...	...	dep.	...	...	Carlisle	...	...	dep.	...	...
Edinburgh	...	...	arr.	...	8 0	Edinburgh	...	...	...	7 0	...
Glasgow	...	...	arr.	8 0	...	Glasgow	...	...	...	7 0	...
Perth	...	...	arr.	9 35	...	Perth	...	...	...	...	9 35

The Great Northern very shortly after the issue of these June Time Tables by the London and North-Western, gave public notice that, commencing in July, the East Coast Companies would accelerate their Edinburgh and Glasgow services from London, and make the time to Edinburgh eight and a half hours and Glasgow nine hours fifty minutes.

Notwithstanding this action by the Great Northern, the London and North-Western put out their Time Tables dated for "July, August, and September," with the times adopted for June still continued; but they were not destined to continue undisturbed. Much dissatisfaction was felt, both by the Caledonian officers and some of the head authorities at Euston, at the "back seat" position thus thrust on the Royal Mail route. After one or two conferences with the Caledonian a change was determined upon, and late in the month of July (not till the 27th), the special issue of West Coast Time Tables for August took place. This showed an announcement, on the part of the London and North-Western and Caledonian, that the 10.0 a.m. express would run to Edinburgh in eight-and-a-half hours (same as Great Northern) and Glasgow in nine hours, in accordance with the following Time Table :—

			for		for	
			Edinburgh.		Glasgow.	
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
London	10 0	...	...	...	...	...
Willesden Junction ...	10 9	10 11	dep. 2 42	...	2 47	...
Rugby	11 42	11 47	...	4 27	4 32	4 47
Crewe	1 15	1 22	Edinburgh ... arr.	6 30	...	...
Preston	arr. 2 22	...	Glasgow ... arr.	...	7 0	...

Late as it was in the month of July that the news of the West Coast step towards equality could have reached King's Cross, the Great Northern authorities lost no time in making a further advance; and by the 1st of August they had arranged for an eight hours' service to be given by their train, London to Edinburgh.

It was not till Thursday, the 2nd of August, that the London and North-Western Directors' Special Committee decided to make a similar acceleration, and I was instructed, in company with Mr. Whale, of the Locomotive Department, to meet the Caledonian officers and arrange it.

That night we travelled down by limited mail to Glasgow. Early on Friday morning we met Messrs. Eddy and Kempt, both eager for the fray, and fully settled details with them for the acceleration and duplication of the trains, to commence on Monday, 6th August. By ten a.m. on the 3rd we were on our homeward journey, meeting *en route*, according to telegraph appointment, the various district officers affected by the changes entailed in the working Time Tables, and making sure of accurate working for the new express.

I had a call from Mr. Acworth on the Saturday. The coming struggle was a matter in which he took extreme interest, and I fancy his pen through the public press added not a little to the excitement and furore that the coming race to Edinburgh aroused.

On the Monday the platform at Euston was crowded to see the new Scotch express start. Mr. Acworth was there, so was Mr. Farrer and numerous newspaper authorities. It was Bank Holiday, and the acceleration had to be tackled in the midst of the excursion complications incidental to the busiest day of the year.

The trains were kept down to the lightest possible marshalling. The engines were of the "Lady of the Lake" class, South of Crewe; and coupled driving wheels, North of Crewe. The whole service was interested in the development of the experimental running. The Caledonian Company, with their one hundred miles, Carlisle to Edinburgh, did their share of the work in superb style.

I do not think that any public intermediate running Time Table was issued—the scene, or rather the speed, changed from day to day.

On the Bank Holiday the new express arrived at Edinburgh eight minutes before time. The speed for the journey throughout was calculated at fifty miles per hour, the "running average" being fifty-three one-third. Frequently during the week that the intensity of the race lasted sixty miles per hour was easily maintained. Crewe to Preston was traversed in fifty minutes (fifty-one miles); Preston to Carlisle, with Shap incline 950 feet above sea level to climb, was run in eighty-nine minutes (ninety miles); and on the Caledonian portion of the route, the $100\frac{3}{4}$ miles, with the Beattock summit 1,015 feet above sea level to surmount, was done in 102 minutes.

Mr. Webb, of Crewe, entered thoroughly into the scrimmage, and when the Great Northern intimated that they intended to adopt seven-and-three-quarter hours as their running time, the locomotive department were fully prepared for any further acceleration that might be necessary, as day by day the distance was being covered within the limit of time. On 13th August the West Coast train ran to Edinburgh in seven hours and thirty-eight minutes; next day, though the racing was officially over, the East Coast ran in seven hours and thirty-two minutes. Wiser counsels were prevailing at head-quarters, and "no more racing" was announced for Tuesday, 14th August, the accelerated Table remained in force for the month of August as follows:—

			Miles per hour.				Miles per hour.
London, Euston ...			a.m. 10 0	London, Euston ...			a.m. 10 3
158¼ Crewe	{	1 0	52¾	5½ Willesden	{	10 12	52¾
		1 5				10 14	
209¼ Preston	{	2 3	52¾	82¾ Rugby	{	11 42	51½
		2 23				11 47	
299½ Carlisle	{	4 3	54	158¼ Crewe	{	1 15	51
		4 8				1 22	
400¼ Edinburgh	{	6 0	54	Preston	{	2 22	48
						2 47	
				Carlisle	{	4 40	46
						4 47	
				Glasgow	{	7 0	

And the accompanying Table will shew how well its punctual running was maintained.

WEST COAST EXPRESS.

Statement of running maintained by this train leaving London at 10.0 a.m., from 6th August, 1888, on which it commenced, till 31st August, on which it ceased.

Date—August, 1888.	DUE CREWE.			DUE PRESTON.			DUE CARLISLE.				EDINBURGH.		
	Arrive 1.0		Depart 1.5	Arrive 2.3		Depart 2.23	Arrive 4.3		Depart 4.8		Due to arrive 6.0 p.m.		
	Actual running		Minutes in advance	Actual running		Minutes in advance	Actual running		Minutes in advance	Minutes late	Actual running	Minutes in advance	Minutes late
	arrive	depart		arrive	depart		arrive	depart					
6	12 57	1 3	3	1 54	2 18	9	3 55	4 8	—	—	5 52	8	—
7	12 59	1 4	4	1 54	2 20	9	3 50	4 8	13	—	5 52	8	—
8	12 57	1 2	3	1 58	2 22	6	3 58	4 8	5	—	5 53	7	—
9	12 58	1 5	2	1 57	2 22	6	4 48	4 53	6	45*	6 37	—	37*
10	12 56	1 2	4	1 55	2 22	8	3 57	4 8	6	—	5 58	2	—
11	12 58	1 3	2	1 50	2 22	7	4 0	4 8	3	—	5 56	4	—
13	12 46	12 51	14	1 47	2 8	16	3 47	3 53	16	* Failure of Engine at Shap.	5 38	22	* Failure of Engine at Shap.
14	12 56	1 2	4	1 53	2 21	8	3 58	4 8	5		5 58	2	
15	12 57	1 2	3	1 55	2 20	8	3 57	4 8	5		5 58	2	
16	12 57	1 2	3	1 57	2 22	6	4 0	4 8	3		5 56	4	
17	12 57	1 2	3	1 58	2 22	5	4 0	4 8	3		5 58	2	
18	12 57	1 2	3	1 59	2 23	4	4 0	4 8	3		5 55	5	
20	12 55	1 1	5	1 56	2 22	7	3 59	4 8	4	* Failure of Engine at Shap.	5 57	3	* Failure of Engine at Shap.
21	12 58	1 4	2	2 0	2 23	3	4 0	4 8	3		5 57	3	
22	12 56	1 2	4	1 58	2 23	5	4 0	4 8	6		5 56	4	
23	12 56	1 3	4	1 55	2 23	8	3 57	4 8	6		5 56	4	
24	12 55	1 1	5	1 57	2 24	6	3 57	4 8	6		5 57	3	
25	12 57	1 2	3	1 58	2 23	5	4 0	4 8	3		5 56	4	
27	12 57	1 3	3	1 59	2 23	4	4 0	4 8	3	—	5 57	3	—
28	12 50	1 1	4	1 56	2 23	7	4 0	4 8	3	—	5 57	3	—
29	12 56	1 3	4	2 0	2 23	3	4 2	4 8	1	—	5 56	4	—
30	12 54	1 1	6	1 58	2 23	5	3 58	4 8	5	—	5 56	4	—
31	12 57	1 3	3	1 58	2 24	5	3 58	4 8	5	—	5 57	3	—

The East Coast service was as follows:—

			a.m.	Miles per hour.			p.m.	Miles per hour.
King's Cross	...	...	10 0	54	268½	Newcastle	...	52
105¾ Grantham	...	...	11 57				{ 3 23	54½
			12 2				{ 3 28	
187¾ York	...	...	1 30	56¼	392½	Edinburgh	...	
			1 50				5 45	

The advent of the holidays had a very tranquillising effect on the racing spirit, the affair was at an end, and in September our Time Table reverted to the table in force for July, shewing 6.30 p.m. as the time for the London and North-Western Express to be due in Edinburgh, the East Coast shewing 6.15 as their arrival, and thus the sharp race to Edinburgh eventuated till a further disturbance arose in 1895. The arrival at Perth at 8.45 p.m. remained in force after the race, and afforded a permanent improvement in the service north of Larbert.

The Time Tables commencing with March in this year bore witness to the activity of Mr. Barattoni, a new special page was allotted to American travel, shewing our new agents, Mr. F. W. Thompson, Liverpool, Mr. Battersby, Montreal, with the various "stop over" privileges granted to American passengers in England. It was further announced that if steamers arrived in Alexandra Dock, the London and North-Western Company alone having rail communication to it, a special would be run to Lime Street to convey the passengers to the Company's hotel and terminus. The same special page announced (commencing with June) that special trains were run from Queenstown to Dublin, by arrangement with the Post Office, on any occasions on which the letters would be accelerated by the running of such special trains.

The North-Western office in New York was, in February, removed from 3, Broadway, to a more central position, No. 852, Broadway, near Union Square.

Intimation was given as to the arrangements for collection of luggage in London through the Euston Station Master (Mr. Rich) either for Boston or for New York.

Towards the close of the year numerous interviews took place with the officers of Her Majesty's Customs with the hope of removing the complaint of delay through examination of luggage at the Liverpool Landing Stage. One idea was to allow Customs' officers to accompany the steamers from Queenstown and examine *en route*; this was rejected as impractical. The other was to establish on the arrival platform at Euston a Custom House examination room, as at Charing Cross and Victoria. Mr. R. T. Prowse and his representative, Mr. Leary, went fully into the question of accommodation, but it was found that the departmental requirements were too onerous and costly to induce us to start the scheme.

The Clearing House Superintendents, in conjunction with the Goods Managers, had from time to time under discussion the question of the carriage of fish at other than computed weights. There is no doubt that a considerable amount of revenue was lost to the Companies by the plan of adopting fixed but assumed weights for the various sizes of the peds and boxes used for conveyance of fish; and when once an estimated weight had been agreed to, there was a constant endeavour to adopt boxes a little larger and a little larger still, until much more fish was being carried per box than had been the original intention.

**Disputes as to
Carriage of Fish
at computed
weights.**

At one time the Companies interested in the Scotch and English ports seemed agreed; then the question of the Irish and Isle of Man fishing arose, and one party refused to move unless the arrangements were uniform and universal. Meeting after meeting was called, discussion after discussion took place, and it certainly took from October, 1887, till November, 1888, before the final agreement was adopted that actual weight should be charged

—actual weight to be determined by weighing one selected box in each consignment and weight charged thereon.

To ensure conformity, it was decided to employ railway Clearing House men to act as inspectors, with authority to weigh consignments at any time, either when being despatched or on arrival at destination, to intimate all detected undercharges at once, and to report to the various conferences from time to time all the instances that came under their notice of want of accuracy.

The rules as to fog signalling and the number of detonators to be used in varying circumstances came under discussion, and these were referred to a sub-committee of no less than fourteen Companies; the final settlement of the points being ultimately incorporated in the new standard Rule Book which was issued in the following year. There was much debate as to the supplying of relief signalmen for fogging duty in case of long-continued fogs. So far as the North-Western Line was affected, the officers received much aid from Mr. Footner, the assistant engineer of the line, whose very clear diagrams were issued throughout the line shewing the hours of day and night duty for ordinary and reliefmen in fogs, coloured to meet all varying contingencies for the guidance alike of station masters and foremen platelayers. A sample page as submitted by him to the Railway Congress in Paris is appended.

R. G. H. Rule Book. 1888. The Railway and Canal Traffic Act was passed this year, after much discussion in and out of Parliament. Mr. Courtenay Boyle, as Assistant Secretary to the Board of Trade in the Railway Department, having been very active in debate with the General Managers during its progress, and in formulating subsequently the revised schedules of goods rates.

Fog Signalling and Special Notices.

Railway and Canal Traffic Act.

Joint Committee appointed. Mr. Boyle became Sir Courtenay Boyle, K.C.B., in 1892, and died very suddenly in May, 1901.

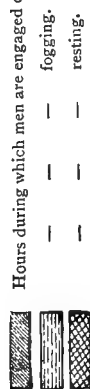
The 1888 legislation was referred to a Joint Special Meeting of Superintendents and Goods Managers to consider matters arising out of it, held in November.

Numerous recommendations were made to the General Managers as to the terminals to be applied for, and the modifications in rates for articles conveyed sometimes by goods and sometimes by passenger train, which it was known must come under review in the new situation.

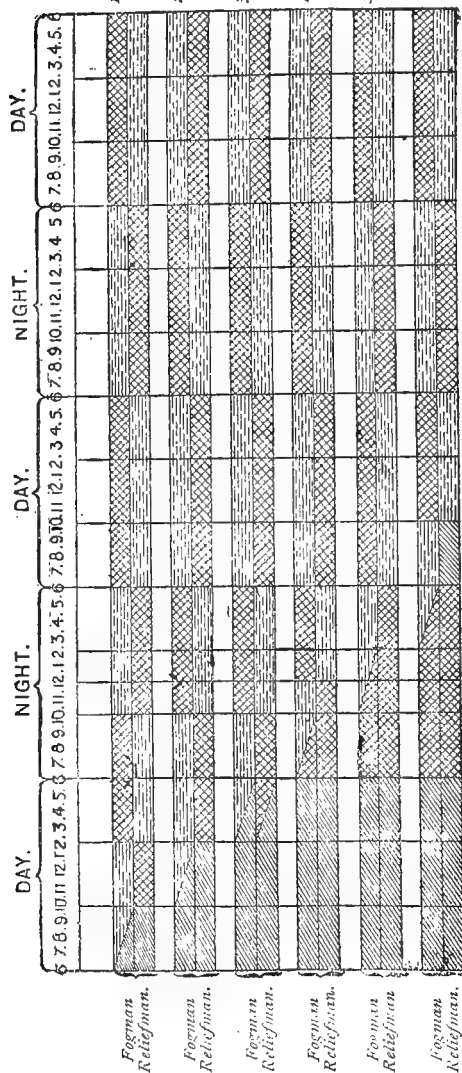
The whole of the Clearing House Coaching Arrangements Book was overhauled in order to remove anything that in any respect might have been construed into an "undue preference" for any traders or individuals; the recommendations were carried almost to absurdity, thus—Books of tailors' patterns, the word "tailors" to be deleted; Gentlemen's vegetable and linen boxes to read "Families'" vegetable and linen boxes, etc.

DIAGRAM OF THE SYSTEM FOR RELIEVING FOGMEN.

Hours during which men are engaged on ordinary permanent way work.



System for twelve hour posts or one post worked by two men.



1st case :— Fog commencing between 6 a.m. and 10 a.m.
The fogman is relieved at 2 p.m.

2nd case :— Fog commencing between 10 a.m. and 2 p.m.
The fogman is relieved at 10 p.m.

3rd case :— Fog commencing between 2 p.m. and 6 p.m.
The fogman is relieved at 10 p.m.

4th case :— Fog commencing between 6 p.m. and 10 p.m.
The fogman is relieved at midnight.

5th case :— Fog commencing between 10 p.m. and 2 a.m.
The fogman is relieved at 6 a.m.

6th case :— Fog commencing between 2 a.m. and 6 a.m.
The fogman is relieved at 10 a.m.

1st case :— If a fog comes on between 6 a.m. and 10 a.m. the reliefman goes home at 10 a.m. and takes up duty at 2 p.m.

At the close of the following year a similar Joint Meeting was held as to the Companies coming under statutory obligations to carry perishable traffic by passenger train, the Railway Solicitors advising that proposals would have to be submitted to the Board of Trade. The rates and charges were largely thrown into a shape similar to that adopted by the goods department, and from that time forward the tendency was strengthened of adopting a separate office for rates as distinguished from the Superintendents' department of railway work; the stormy debates as to schedules and maximum charges, and the consequent unsettlement of former arrangements between the Companies and their customers, falling largely into the hands of the Goods and General Managers.

I have previously stated the whole of our gatherings at the Clearing House were not unbroken toil: the needed relief to prevent our becoming "dull boys"

Friendly gatherings in Scotland of Railway Officers. generally accompanying the July or summer meetings. Our Scotch friends vied with each other in affording us gratification. Now it was the Caledonian introducing us to the Falls of the Clyde at Lanark; the North British exploiting Melrose and Abbotsford; the Great North of Scotland, Peterhead and Balmoral; the Highland, Inverness and Wick; the Glasgow and South-Western, Ayr and Arran. In return the officers of the Companies South of the Tweed would invite those North of the Tweed to entertainments at the Crystal Palace or on the Thames. One of the most pleasant of these took place at the Palace in October, 1888, Mr. Cockshott in the Chair, Mr. Dawson, Railway Clearing House, and Mr. Gardner, Great Eastern, Vice-Chairmen. Sixteen Scotch guests were at the head of the table; sixty of the hosts, including Goods Managers and Superintendents occupied the two sides of the long horse-shoe table, as shewn below. Pipers marched, skirling round the table at intervals, and those who liked haggis could partake of it.

The perusal of the names of those present at this gathering of Goods Managers and Superintendents, and Clearing House Officers, will shew to those versed in railway history how many have travelled by the "single line" which awaits us all, (see page 353), and how many have advanced in position or receded from public life since that day; of the then Goods Managers no less than three (*) have since received the honour of knighthood.

Chairman: F. P. Cockshott.

Guests: A. Hillhouse.	T. Robertson.	D. McDougall.	J. Mathieson.
J. McLaren.	G. K. Ellis.	I. Kempt.	R. M. Sharp.
A. M. Ross.	A. Cunningham.	A. G. Reid.	J. McIlvenna.
J. McIntyre.	W. T. Wheatley.	W. Kirk.	J. Matthew.
C. A. Noble.	E. W. Verrinder.	N. J. Burlinson.	G. Steer.
T. Day.	*J. L. Wilkinson.	*C. J. Owens.	C. T. Smith.
J. Houghton.	R. G. Colhoun.	D. Meldrum.	W. L. Mugliston.
P. Thompson.	G. H. Anyon.	J. Horner.	J. G. Rowe.
H. Carne.	W. Barnard.	H. Smart.	H. Carr.

Return Entertainment at Crystal Palace, Oct., 1888.

H. I. Cope.	T. H. Smith.	J. Crompton.	A. Hutt.
G. W. Keeling.	W. Whittaker.	G. W. Dales.	H. Partington.
E. A. Pakeman.	H. Oliver.	J. Brown.	F. J. Dunn.
B. Shaw.	D. Fraser.	G. Mason.	W. Thomson.
A. Henshaw.	P. C. Cleasby.	Lewis Wood.	G. B. Chalk.
T. Houghton.	C. H. Chapman.	H. G. Drury.	J. F. Burke.
G. W. Staniforth.	I. Smedley.	A. Aslett.	G. Copus.
J. Light.	A. Christison.	G. H. Turner.	R. Pauling.
G. P. Neele.	J. Robertson.	R. H. Twelvvetrees.	W. Cockburn.
W. Gardiner	E. M. Needham.	*F. Harrison.	Captain H. Russell
(C. P.)		(C. P.)	
P. W. Dawson (R. C. H.)		W. Gardner (G. E.)	

A very considerable business had sprung up in the conveyance of operatic and travelling theatrical companies, unfortunately, generally on the Sunday, for which some of our rivals were successfully catering; it required no little tact and attention to combat their blandishments. Mr. Hunn, from the Broad Street staff was transferred to mine, and during his continuance with me, and subsequently through his successor, Mr. Wright, the London and North-Western Company have not been at any disadvantage.

"Exhibitions" still remained in full force throughout this year.

The Anglo-Danish Exhibition took place upon the site of the Indian and Colonial Exhibition in South Kensington, and was opened by the Princess of Wales on 14th May.

The Italian Exhibition took place at Earls Court, and the Irish Exhibition at Olympia, Lord Arthur Hill being the Hon. Secretary.

The Handel Triennial Festival was given in the Crystal Palace, with the usual railway facilities.

In Scotland the Glasgow International Exhibition proved a great attraction, and during its continuance our Officers' Conference (in July) was held in Glasgow to enable our people to see it. The formal opening took place on the 8th of May, by the Prince and Princess of Wales. One or two interviews at Marlborough House with Sir F. Knollys, Lord A. Somerset, and Lord Hamilton, had settled the preliminary arrangements for this Royal journey, it being decided that a visit to

Blackburn should follow the opening of the Exhibition at Glasgow. Their Royal Highnesses left Euston on 7th May by a special train, preceding the 10.0 a.m. express through to Motherwell Station. Mr. Hugh Brown, one of the Caledonian Directors, accompanied us with the Royal train throughout, and

at Carlisle Mr. Kempt and Mr. Eddy joined us. The Exhibition was opened next day, and at 11.0 at night the Royal visitors left Motherwell. We travelled slowly through the night to Preston, and placed the Royal Saloons with the Princess in the quietest spot we could find in that busy station, where she slept and breakfasted. The Prince and the gentlemen of the suite going up to the hotel for their breakfast.

Prince and
Princess of
Wales to
Glasgow, Preston
Hotel, Blackburn,
and
London.

Major Little made the usual police arrangements for avoiding intrusion.

Early in the forenoon the Royal train went to Cherry Tree Station, where the Prince and Princess alighted, and thence made their promised visit to Blackburn. The return Royal special train left at 3.15 p.m., and reached London at 7.45 p.m., fortunately in time for me to join the 8.0 p.m. down train and run back to Crewe, where an important meeting, dealing with train alterations for July, had to be superintended in the morning.

There were numerous changes this year in the *personnel* of the Railway Clearing House Representatives, although but few in those of the North-Western Company. Mr. Bradley retired from the position of Superintendent of the Manchester, Sheffield, and Lincolnshire Line in January, and was succeeded by Mr. R. Haig Brown, son of the Manager of the Manchester and South Junction Railway. At the same January meeting, Mr. R. G. Colhoun was announced as successor to Mr. Ilbery, of the Great Southern and Western Railway of Ireland.

In April, Mr. Vaughan is reported as Superintendent of the Cambrian, Mr. Conacher becoming General Manager. Mr. T. Gilbert represents the Liverpool, Southport, and Preston Junction Line. Mr. S. Fay acts as Mr. Verrinder's representative (London and South-Western), in May.

In July, Mr. E. Stanton is appointed *vice* J. W. Theobald, for the Northampton and Banbury Railway. Mr. N. J. Burlinson succeeds Mr. Tyrrell as Superintendent of the Great Western Line. He had been Assistant Superintendent since 1879.

Mr. Meldrum, of the Cheshire Lines, was elected Chairman for the year 1889.

Mr. Tyrrell had endeared himself to the whole of the Superintendents by his unflinching courtesy and desire to make matters work smoothly, even amid troubled surroundings. He had met with an accident while superintending the withdrawal of the broad gauge in South Wales, which had prevented his moving about so freely as before, and gradually withdrew from his former active life as the Superintendent of the Great Western Railway. He had been in the service of the Great Western Company since 1842, his first appointment being Station Master at Keynsham, near Bristol. Having been in various positions on the line, he was appointed in 1850 to Paddington, as successor to Mr. Seymour Clarke; and in 1864 became Superintendent of the entire line, upon Mr. Grierson being made General Manager.

It was a pleasant satisfaction to receive the following letter from him :—

SLOUGH, July 2, 1888.

MY DEAR NEELE—

I cannot close my official life without writing a line to say farewell, and to thank you for your many acts of courtesy and kindness to myself; it is a great satisfaction to me on looking back on our long intercourse, that I do not think we have ever had one personal

difference, and that while each has had to contend for the interest of his Company, he has felt perfect confidence in the fairness and honour of the other. I beg you will accept my photo., and will you kindly send me yours.

I trust you may long be spared to your Company in the post you so ably fill.

Believe me,

Yours very sincerely,

G. N. TYRRELL.

A very complete inspection of the whole districts of the line was carried out under the Manager's instructions, by myself and Mr. Turnbull as my Assistant, in the early months of 1888. Every division was travelled over—the District Superintendent in attendance—and the various out-door men accompanying. Among the names noted by me are A. J. Cotton (Crewe), H. Goulborn, Denning, Price, Morcom, E. A. Neele.

During 1887 and 1888 very rapid progress had been made in the growth of the four lines in busy parts of the system. In the Superintendent's department these widenings entailed new signalling plans, and the lines for station yard connections and mode of working being thoroughly discussed and settled with the Engineers and with Mr. Thompson, of Crewe, who had succeeded Mr. Dick, and inherited all his happy knack of simplifying points, crossings, and signal connections. To the Superintendent's office these widenings brought infinite relief in the furnishing a clear road for express trains, no blockage by slow trains in front, no shunting for fast trains to pass. The slow train, goods or passenger, could jog along and hold its own on the one set of rails, while the expresses passed by with total indifference on the other side.

The widening between Golborne and Springs Branch was commenced in 1887. In 1888 the widened viaduct at Stockport, and the additional lines outside Stockport, through the opened up tunnel, were in a forward state. So also was the quadrupling between Heaton Norris, Reddish, Denton, as well as the construction of the four lines between Aston, Vauxhall, and Lawley Street. In both the latter cases the plan of island platforms was adopted, two to each place, with booking offices on the upper-level high road.

The most important of these doublings, and the one which had been longest in hand, was that of the Yorkshire Line between Marsden and Huddersfield. A doubling of the line had become a necessity and this was partially given on the west side of the summit by the new line from Stalybridge to Diggle. There the large cotton mills ceased, and the four lines of way merged into two, and passed under the Standedge tunnel. Shortly after emerging from the tunnel the two lines reached Marsden; thence to Huddersfield there is a continuous falling gradient, the line skirting the sides of a long range of heights, with towns busy with woollen manufactories. The work of doubling was a long-continued story, and from time to time, by half-yearly reports, the progress of viaducts and cuttings and enlarged stations was reported. Gradually the separate sections were put together, and the quadrupled line

**Quadrupled
Lines in York-
shire District.**

from Marsden to Springwood tunnel was completed, with commodious stations at Marsden, Slaithwaite, Golcar, and Longwood. Two new tunnels also had been constructed: Springwood (where the Lancashire and Yorkshire connection from Penistone joined) and one outside Huddersfield. So soon as this latter was completed, the old tunnel was found in need of extensive repair. At length both were opened, and communicated with a wide and enlarged station at Huddersfield having four main lines and sundry bays, where for years all the traffic had been conducted at a single platform for both up and down trains.

In March, one of the Station Masters, who had been associated with the North-Western Line all his life, resigned his position, Mr. Edward Preston, **Joint Station Master at Carlisle.** He had commenced his railway career at Euston in 1844, and, as usual, was sent to learn the working of signals and points under Mr. Bedford at Wolverton; thence to Crick and Birmingham; and afterwards was placed in charge of the top of the incline at Camden to instruct the new beginners. He remembered all the thirds at the time of opening were "stand-ups;" the second class were open at the sides; the first class low cramped vehicles, built after the style of old road coaches, all four-wheelers; the jolting and shaking over stone sleepers excessive; there was very little night travelling at first: the enclosing of the second class vehicles increased the night travelling.

In 1852 he was appointed one of the first conductors with trains from London to Edinburgh. When, in 1862, he came to Carlisle as platform Superintendent there were forty-seven trains, total in and out; when he left the number had increased to 170-180. In all our negotiations for train changes between ourselves and the Caledonian Company he had proved himself an efficient and appreciative officer. His suggestions were always valuable and clear; his control of the staff singularly quiet; his orders were given with remarkable freedom from fussiness; amid the thickest of the bustle of platform strife he was perfectly self-possessed. None of the rival Companies that ultimately were admitted to the Citadel Station ever had occasion to complain of unfairness on his part. Both Mr. Cawkwell and Mr. Findlay placed the utmost reliance on his judgment, and in the Parliamentary Committees, before which Carlisle Station questions came under review, Mr. Preston was always in requisition.

1888. A singular occurrence, which put in peril the traffic on the Midland Railway from Ambergate to Buxton, took place on the 1st March in this year. The Cromford and High Peak Line comes to a termination at the canal at Cromford, and the wagons are lowered at that point by rope down the terminal inclined plane, called the Sheep Pasture Incline. On this occasion when two wagons and a van were being lowered in the usual way, the

**Cromford and
High Peak.
Singular Acci-
dent near
Cromford.**

chain securing the middle vehicle to the rope broke, the coupling between the two wagons also snapped, the van and one wagon ran away down the incline at great speed; at the curve near the bottom they left the rails and *leapt clear over the canal and clear over the Midland up and down lines*, knocking down the fence wall on the up side, and becoming a total wreck beyond it, covering the field in which they fell with their contents and debris; it was very fortunate that no Midland Express was passing at the time this unexpected aerolite crossed the line!

In July we learnt that **Mr. Eddy** had decided on leaving the Caledonian Line, and that he had accepted the terms offered to him for becoming the **Chief**

Commissioner of Railways for New South Wales. The representative of the Colony had asked Sir George Findlay to recommend some railway man for the post, and Mr. Eddy had been his immediate selection. Mr. Eddy's stay with the Caledonian Railway Company had been but short. In the period during which he had acted as chief, through Mr. Thompson's illness, he had carried out many improvements in the local working: simplified the shunting arrangements, reduced the number of engines employed, and had made himself felt in all departments.

A story was current among the officers that the brusque language and demeanour of the men on the line much annoyed him; and on one occasion, when he and Mr. Kempt were conducting an enquiry, an off-hand gruff "Yes" or "No," as reply, was given by an inspector to questions by Mr. Kempt. "Is that the way you speak to your superior officer?" thundered Eddy, who proceeded to deliver a sharp lecture to the delinquent. It was a new experience for the inspector, but the lesson was quickly appreciated. To the next query, "Did you then do so and so?" the inspector first touched his cap with his right hand, then with his left, and replied: "Yes, please, gentlemen both!" The soft answer turned away wrath.

The interest he took in any subject he had in hand was remarkable. As an illustration, although his engagement for the new position in Sydney was settled, he came to the General Managers' Meeting in London, and took an active part in pressing a question of pooling parcel traffic; and quite late in August, after his farewell dinner had taken place, he urged his views in detail as to Scotch train accelerations with the General Managers of the interested Companies.

The London and North-Western officers had, in May, 1887, on his leaving for Scotland, entertained him at dinner at Euston, and I had the pleasant duty, at the close of Mr. Findlay's speech, of presenting our testimonial, in the shape of a handsome watch, to Mr. Eddy. In 1888 his final "send off" was given at Greenwich; and, by the Manager's special desire, some of the representative men from the Colony who were known to be in London were

**Mr. Eddy
accepts the post
of Chief Com-
missioner of
Railways in
New South
Wales.**

**Farewell
Banquet
in
London.**

invited, in order that they might themselves see the high estimation in which their new Chief Commissioner of Railways stood among us.

His position as Assistant General Manager on the Caledonian was not filled up; but in the notices of appointments made on the line consequent on his leaving, it is curious to observe that both the names then mentioned were men who have subsequently figured as General Managers of the line. They were Mr. Patrick, who then became Assistant to the Manager, and Mr. Robert Millar, who was appointed to the post of Chief of the Canvassers.

Following the fortunes of Mr. Eddy: immediately on arrival in Australia, he threw all his energy into his new sphere of work. Railway management in Sydney was by no means up to his standard; he resolved, with indefatigable spirit, on a thorough revision. He found himself a stranger in a strange land, not knowing whom he could trust; his predecessor in office, now become a member of the Legislature, ready to take notice of any false step. He obtained permission from the authorities to enlist the services of two or three trustworthy officials from England—one in each of the departments—on whom he could rely. For this purpose he selected Mr. Corns, of Stafford, and Mr. Hodgson, of Euston, as traffic officers; Mr. Foxlee as engineer, and Mr. Thomas Hall, of Liverpool, as chief accountant. His brother Commissioners, Messrs. Oliver and Fehon, honourably aided him, as they appreciated him and his decided course of action.

He was not afraid of facing criticism in his economies and amendments. The staff was full of redundant and inefficient men; they were weeded out. The rolling stock was obsolete; the engines worn out. Mr. Price Williams happened to be in Australia; a report from him on the subject was obtained, and laid before the Parliament of New South Wales. Large as was the requirement, the influence of the new Chief Commissioner and the pressing state of the traffic sufficed to obtain the needed vote. There was an extensive system of free passes for the Legislators which had grown to great abuse; this also was dealt with, not without exciting considerable angry feeling. The re-arrangement of the hours of working roused the indignation of the labour members, and while the general public of Sydney and New South Wales welcomed all the improvements of accelerated train services, sleeping carriages for night journeys, lavatories for day journeys, protection by the block system, and the general smartening up of the work, the trades union element placed themselves in stern opposition.

Charges of nepotism and of personal interest in contracts were made; and when actions were brought, ignominious apologies were the result. Year by year improvement in all directions resulted, the interesting diagram attached to the Railway Commissioners' Annual Report showing increasing receipts and decreasing cost per train mile.

The opening of the splendid bridge across the Hawkesbury River, with its seven spans and total length of 2,896 feet, on 1st May, 1889, enabled,

**Opening of
Hawkesbury
Bridge.**

for the first time, the divided portions of the railways in New South Wales to be united, the gauge being the standard one of four feet eight and a half inches. Till then a ferry steamer had been in use to cross the intervening water. Railway communication was thus afforded between the four principal cities of the Colonies of Australia; continuous communication—but, unfortunately, not of uniform gauge—being established by this link between Adelaide, *via* Melbourne and Sydney, to Brisbane. Lord Carrington declared “the bridge opened for public traffic,” and a grand representative gathering welcomed the interesting event. Mr. Eddy was not slow to give all the improvement in through communication the new route afforded.

The diversity of gauge of the Australian lines was one of the subjects which cost Eddy much thought. The gauge of New South Wales was four feet eight and a half inches, with 2,800 miles; Queensland was three feet six inches, with 2,700 miles; while that of Victoria was five feet three inches, with 3,218 miles. The advantage of a uniform gauge was the subject uppermost in his mind in conferences with the other Chief Commissioners.

His administration was highly successful, and, in recapitulating the circumstances, a correspondent in the *Times* stated that in the seven years preceding his appointment the accumulated decrease in net earnings on the railways and tramways of New South Wales was just under £142,000. During the next six years, under Eddy's chieftainship, there was an accumulated increase of £2,030,000, notwithstanding that rates and fares had been largely reduced, stations and roadbed and rolling stock and train service enormously improved, and the staff, though fewer in number, had their individual pay increased.

It is not to be wondered at that when Mr. Eddy arranged, as the termination of his engagement approached, to return to England so as to attend the International Railway Congress, which, in 1895, was held in London, a general feeling of regret was experienced throughout the Colony, at the possibility of his not returning. In his attendances at the meetings of the Congress, Mr. Eddy was indefatigable, taking a prominent part in many of the discussions; and he had the distinguished honour of being one of those who were presented to Her Majesty when the members of the Congress were received at Windsor.

An attempt was made while Mr. Eddy was in London to secure his services for the South Eastern Line, in succession to Sir Edward Watkin.

**Mr. Eddy
returns
to
Sydney, 1895.**

It was ill-advised, and proved abortive. Mr. Eddy arranged with the Australian authorities for a renewal of his term, and said farewell to us in the autumn of 1895. Returning to Sydney, he was warmly welcomed by the commercial classes of the Colony, as well as by the whole Parliamentary body. Opposition had shrunk into insignificance. The pecuniary results, year by year, of the railways and tramways were most remarkable. He turned his attention to

the improvement of the gradients of the line by introducing deviations and flattening curves, greatly increasing the carrying capabilities of the goods trains. The yearly diagrams issued by the department were very interesting as statistics. His mental energy was too great for his physical strength; nothing could daunt his determination. A severe illness laid him aside for a week, and then he resolved to visit Queensland and re-inspect the New South Wales lines up to the border.

His physicians advised him to go by sea, hoping the trip would prove beneficial. There were, however, deputations to be met with by the railway route, and he determined to see them on his way. He carried out his plan, though he was so prostrated that he had to hold the interviews in his saloon without alighting.

Mr. Gray, the Queensland Commissioner, met him at Wallangarra, and accompanied him to Brisbane, where Mrs. Eddy met him. The acute gout from which he was suffering there attacked the heart, and, in the midst of the Diamond Jubilee rejoicings, Sydney was staggered by the news of his death at the early age of forty-four.

Nothing could well be more pathetic and striking than the last words he uttered in his mental wanderings—" **Its time we were away : have you got the Staff ?** " There is a single line we all must travel one by one; may the "rod and staff," alone serviceable on that journey, be with us for our comfort when the time is up ! The funeral in Sydney was attended by three thousand of the railway employees, and by all the representative men of the Colony. The *Times* of the 19th July, 1897, contained **Eddy, July, 1897.** a full account of his career, under the fitting title of "A Remarkable Railway Administrator."

1888. Reverting to English matters, the years' register of deaths included that of the Secretary of the London and North-Western Railway Company, Mr. Stephen Reay. He died 27th November, having filled the office of Secretary for twenty-two years. He was the confidential friend of the Chairman throughout that entire period. By the outside public he was considered very cold and un-sympathetic, and while admiring the strict justice he displayed, the officers at head-quarters coincided very generally in the public verdict.

He was succeeded in the post of Secretary by Mr. Francis Harley, who had originally come to Euston about the same time as Mr. Watkin (afterwards Sir Edward), and had acted as one of the Assistant Secretaries for many years; he had held the position of Secretary officially of various companies which the London and North-Western had gradually incorporated or absorbed, such as the Cannock Mineral, and at its close the South Staffordshire. His knowledge of the legal position of the Company, and its parliamentary powers in facility clauses, money clauses, agreements, concessions, leases, rights, etc., was unbounded, his memory on

such matters unfailing, and at the Board Room table he was a thorough Railway Encyclopædia.

It was always interesting in connection with these changes among the "old Euston" men to hear from Mr. Whittle, who for many years filled the position of Chief Accountant of the railway, his recollections of incidents in their early history; Mr. Harley and Mr. Edward Watkin were allied to the Trent Valley section of the Company, but both Mr. Reay and Mr. Hoy had come up from Liverpool, where they had formed part of the Grand Junction Railway Staff, to join the London and North-Western Railway. The former became head of the Audit Office, the latter was Chief Accountant (Mr. Whittle's predecessor). They were both in charge of these departments under Mr. Chas. E. Stewart, the Secretary.

Mr. Whittle, in the opening years of the Line in 1846, was engaged under Mr. T. C. Mills, at Camden Goods Depôt, and could tell of his own personal experience of the system of railway carrying then in force, his duty being the compilation of the greater portion of the accounts of the down goods traffic. This was entirely brought into the station by various carriers, who handed declaration of contents of each of the railway wagons, which they themselves loaded up, advising their own representatives at the other end of the consignments in the wagons, and paying the Company on the total of their declaration.

In 1847, Mr. Whittle removed to Euston Station, and served under Mr. Kenneth Morison, who at that time was acting as head of the Audit for the Railway Company, as well as chief of the Railway Clearing House, an establishment very recently started at Mr. Morison's own suggestion to Mr. Carr Glyn, the Chairman of the Railway. Some anonymous letters in the London papers, which in fact had been written by him, had led the Board to adopt the suggestion of a Clearing House, of which he became the Manager.

Mr. Whittle tells of his remembrance of the establishment of the original staff of the Clearing House under Mr. Morison as being only three in number, *viz.*, Mr. P. W. Dawson, Mr. H. Oliver, and Mr. James Brown.

Among the senior members of the Audit Office, when I came up to Euston in 1861, was a Mr. Anderson, who was then head of the season ticket department and coaching accounts; his original entry into the London offices was well remembered by Mr. Whittle. Mr. Anderson had been on the original staff of the "Manchester and Birmingham Line," and came up to Euston on the absorption of that railway, bringing with him as a junior clerk a young man named Thos. Houghton. They were both placed on Mr. Morison's staff, and the junior clerk worked his way up to be finally Secretary of the Company.

Mr. Whittle resigned his position in 1902.

1889. This year was not productive of many changes so far as the officers of the London and North-Western Railway were concerned.

In February, Mr. Frank Ree was appointed to take full charge of the Liverpool Goods District, in which for some few years he had been acting as

Changes in L. & N. W. Officers in 1889. Mr. David Taylor's Assistant. A farewell dinner was given to Mr. Taylor, on 12th March, at Euston Hotel, at which Mr. Plunket and the Directors attending the Northern Committee were present. Mr. Henry Partington became the officer in succession to Mr. Thomas Houghton, charged with attention to applications for all rates and fares, other than coal and continental, and took rank as Assistant Goods Manager. Mr. Carl Grasemann became Assistant to Mr. David Stevenson in London, and Mr. John Findlay was appointed to assist Mr. Fewkes, the Mineral Manager.

Mr. Rich, who had been Station Master at Euston for many years, died in August, and was succeeded by Mr. Jupp, who had been Assistant Station Master under him since 1880.

Nor were there many changes in the *personnel* of the Clearing House Superintendents. In April, Mr. R. Evans is appointed Superintendent of the Barry Dock and Railway Company. Mr. F. Grundy retires from the representation of the Central Wales and Carmarthen Junction Railway, having obtained a leading appointment on the Grand Trunk in Canada, with head quarters at Sherbrooke.

Clearing House Representatives.
Changes in 1889.
In July, Mr. D. Cooper is noted as successor to Mr. J. Mathieson, who left England to take position as Chief Commissioner of Railways at Queensland, in Australia, whence he removed to occupy an analogous post in Victoria, and subsequently (1901) returned to this country as General Manager of the Midland Railway Company.

At the October Meeting, Mr. Reid, of the Great North of Scotland Railway, was elected Chairman for the coming year 1890; and at that Meeting, the death of Mr. James Robertson, the Superintendent of the Great Eastern Line, was referred to by Mr. Needham as that of one of the oldest Members of the Conference, and the Vote of Condolence he then proposed, was supported by myself and Mr. Meldrum. Now, this was the last Conference Meeting that Mr. Needham attended. How little he could have thought that a Vote of Condolence would be passed to his own relatives at the following quarterly gathering! Fortunately, "these things are hid from our eyes."

During the year 1889 the Superintendents had been again engaged with the revision of the Rule Book.

The varying systems of brake, the fact that some vehicles had connecting pipes only and no brake appliances, that some had one sort of vacuum and some another, were more than once under discussion with a view, if possible, to arrive at some simple instructions in the Rule Book; it was, however, found too complicated, and the question was left in the hands of the Carriage Building Superintendents; it being decided that each van

Superintendents' Conferences, 1889.
Varying forms of Brake.

should contain printed instructions for the use of its brake, and that the regulations of each separate Company would appear in its own appendix.

There had been a diversity of practise as to the action to be taken in respect of fog signals, the drivers in many cases considering that unless they exploded more than one signal, no immediate necessity for stoppage was indicated, and the coming to a dead stand on such explosion had gradually become obsolete :

Fog Signals.
—
Diversity of Practice.

The wording of the new rule laid down the requirement :—

When an engine explodes a detonator in clear weather the driver must immediately shut off steam, reduce the speed, and bring his train under such complete control as to enable him to stop at once if required, and then proceed cautiously to the place of obstruction, or until he receive a further signal for his guidance ; if the detonator is exploded in foggy weather, or during falling snow, the driver must immediately shut off steam and bring his train under complete control so as to be prepared to obey any signal that may be exhibited, if he receive a red or danger hand signal he must at once bring his engine to a stand, and then proceed cautiously to the point the hand signal is intended to protect, or until he receive a signal to proceed.

The disadvantage of the old idea of one fog signal for caution only, and two for danger had the serious drawback of taking no account of the possibility of one of the signals either failing to explode or failing to be heard.

The Railway Companies which intimated that they only adopted red and green signals whose names are given in the 1889 Rule Book, were the Great Northern, Hull and Barnsley, Eastern and Midland, and London, Brighton and South Coast Railways.

In March, and again in May, there were further revisions of the Draft Rule Book, the suggestions of the Permanent Way Engineers were dealt with, and instructions for ensuring safety for Platelayers inserted. These were submitted to the Board of Trade by Mr. Henry Oakley in reply to their circular letter on the subject asking for some additional precautions for safety of the Permanent Way Men in foggy and snowy weather.

Rules for “Calling-on” arms were included, and orders for the use of coupling-sticks when practicable, to avoid danger in going between wagons ; the security of travelling cranes and their jibs when travelling was dealt with, and instructions for avoiding reliance on the continuous brake at terminals and dead-end bays were included.

The Rules were finally approved in June, not before a warm vote of thanks had been passed to Mr. Needham as the Chairman of the Committee for the able manner in which he had acted, and for the unwearied attention he had shown during their many and protracted meetings.

The duty of codifying the Railway Clearing House Mileage and Demurrage Regulations so as to make them more concise but without in any way

Sub-Committees. affecting their substance was referred to a small Sub-Committee consisting of myself, Mr. Gardner, of the Great Eastern, and Mr. Twelvetees, of the Great Northern. Mr. Corns our Stock distributor (who was shortly afterwards selected by Mr. Eddy for a position on the New South Wales Railways), acted as my right hand man on the Committee. There was another Sub-Committee of four members, Messrs. Cockshott, Needham, Verrinder, and myself, to whom was delegated the task of drafting rules and regulations in case of war, for dealing with lines of railway captured in an enemy's country. It was a curious combination of hypothetical positions and I do not suppose it ever got beyond one of the shelves in the War Office; no enemy was then in sight, and the practical working knowledge obtained by some of the Military Cadets, who about this time were attached to our various departments experimentally, would be more beneficial than the most carefully prepared rules to meet fancied requirements.

Codifying Mileage and Demurrage Regulations, and Regulation in case of War.

The Exhibition of the year which gave rise to the most frequent meetings of the Superintendents was the Paris Exhibition. A great attempt was made to popularise this in England, and the concessions by cheap night service trains from London to Paris for artizans and their wives from the manufacturing centres of this country, were heralded by a considerable flourish of trumpets on the part of the rival routes. Messrs. Tyrwhitt and Whateley for the South Eastern, Mr. William Forbes for the London, Chatham, and Dover, Mons. Gérard for the Brighton. Mr. Michel on our behalf lent his energetic and rapid utterance to make the arrangements satisfactory, and the forms of certificates workable. Very considerable publicity was given in the London and North-Western Company's time tables to these facilities for Paris, which included the club train and the mails, in addition to the cheap night trains. In June our Officers' Conference was held in Paris, the Western of France Railway very kindly placing their Board Room at our disposal. The Eiffel Tower was not completed at the time of our visit, we went by lift to the first stage and then by winding stairway covered in by sailcloth to the second stage; the illumination of the fountains at night was a sight not to be forgotten.

Exhibition in Paris, 1889.

In England the Spanish Exhibition held the field at Earls Court throughout the summer; Mr. Applin being the spokesman of the management. Late in the autumn, Barnum and Bailey opened their show at "Olympia," and made Addison Road Station very busy with their highly popular entertainment.

The Isle of Man Traffic from Liverpool and from Fleetwood still continued in troubled waters—the Lancashire and Yorkshire Company in March giving notice that they would convey passengers and their luggage free of charge between their Liverpool Station and the steamers.

Once again the Honorary Secretary to the Railway Association, Mr. Oakley, Great Northern Railway, called attention to the late issue of the

**Further
remarks as to
Late Issue of
Time Tables.**

Monthly Time Tables, and urged compliance with the Resolution the Association had adopted—"That for the convenience of the public, and in the interests of the Railway Companies it is desirable that all important changes in the running of trains should be agreed upon and published in the time tables at least seven days before such changes are brought into operation." It was agreed to intimate that every effort shall be made to carry out the resolution of the Railway Association now submitted.

The Board of Trade took notice of the same subject by letter of 15th November, 1889, and it was decided to re-enact the minute agreeing that bills for each coming month should be interchanged not later than the 18th of each month. Very good attempts have from time to time been made to give effect to this desirable object; the restriction of train alterations to two or probably three times only in the year has simplified the difficulty, but occasions will arise in which in days of hot competition it will not be found always possible to maintain this, and as late as July, 1901, an instance has arisen of a Company, the Great Northern itself, having to issue supplemental bills announcing accelerations between London and Leeds owing to Midland competition, with the effect that those important changes did not appear in "Bradshaw" for that month.

The question of the high percentage hitherto charged by the Companies for the Insurance of Horses, Carriages, Dogs, and Poultry, was solved by the General Managers, and in accordance with their instructions the English Railways adopted $1\frac{1}{4}$ per cent. as the Insurance standard, to come into operation on 1st May, and new forms were prepared, new notices issued accordingly at all Stations.

**New Insurance
Rate fixed at
1½ per cent.**

A question as to the conveyance by rail of single letters was referred by the Post Office to the Superintendents, and resulted in a combined arrangement whereby 3d. per letter was charged for the service, the Post Office taking their 1d. out of each entry and dealing with overweight; the Railway Companies to have a supply of special 3d. stamps at all their stations; the arrangement not to be limited to local Stations, but to avoid all Clearing House Settlements, it was understood that the forwarding Company should retain the charges whether one or more Companies were interested in the transaction. The plan did not come into force till 1st October, 1890, it has never been largely availed of, and was one that required close attention on the part of all who dealt with such letters in transit to ensure attention at all points of transfer and delivery.

**Single Letters
by Rail.**

1889. "The Soho, Handsworth, and Perry Barr Line"—a short connecting line near Birmingham was brought into full operation on 1st April, though it had been partially opened in the previous autumn. By its six junctions it provided some very convenient routes for traffic in various directions, connecting as it did the old Grand Junction Line, and the Stour Valley. By its means the Passenger Trains from Walsall and Willenhall had a direct access into New Street, Birmingham,

**Opening of Soho
and**

**Perry Barr Lines,
1st April, 1889.**

avoiding the detour *via* Aston and Vauxhall. The Coal Traffic for Monument Lane depôt, from Cannock Coalfields reached its destination, without obstructing New Street Station, from the South; the Goods Traffic for and from the busy Stour Valley Stations in like manner avoided New Street. Local accommodation was given to the Handsworth and Soho district, and an important Coal depôt was opened near to the site of Soho Pool, by a short branch off this new line, which now completely encircled Birmingham. The two additional lines between Soho and Harborne Junction (Stour Valley) were brought into use at the same time.

I was unable to attend the opening of the line, and did not travel over it till the 15th. On that evening all Birmingham was in excitement over an election in which our Director, Mr. J. A. Bright (son of the celebrated John Bright), was a candidate; the majority by which he was returned was very large and exceeded all expectations; the cheering at the announcement at the Town Hall was audible as far as the Queen's Hotel.

The single line of railway between Rhymney Bridge and Dowlais Top was doubled, and the additional line was used for traffic on 27th January this year (1889). The quadrupled lines between Heaton Norris and Denton were opened for traffic on 2nd June.

The "Town Station" at Birkenhead, on the Birkenhead Joint Line, was opened this year on 1st January. On 1st July, a new station near to Llandulas Village, on the Chester and Holyhead Line, was opened for Passenger Traffic, called Llandulas; the old station whence the ill-fated trucks had run that wrecked the Irish Mail at Abergele, being called by the proper local name of Llysfaen.

On 25th February, an experimental train was run from London to Manchester with the **new dining saloons**, the Directors and chief officers accompanying it; and on Friday, 1st March, dining saloons between Euston and Manchester commenced running for first class passengers only; they were placed on the 5.30 p.m. trains each way. Next month the list was extended to include Liverpool, the arrangement being as follows:—

LUNCHEON AND DINING SALOONS.

		Luncheon Saloon.	Luncheon Saloon.	Dining Saloon.	Dining Saloon.
London	...depart	10 10	12 0	4 10	5 30
Liverpool	...arrive	2 40	—	8 40	—
Manchester	...arrive	—	4 20	—	9 50
Manchester	...depart	—	12 0	5 30	—
Liverpool	...depart	9 45	—	—	5 20
London	...arrive	2 15	4 20	9 45	10 15

These vehicles were of the six-wheeled type, and were never very steady runners. Mr. Acworth, a good judge, more than once made complaint of unsatisfactory travelling.

In March, the Scotch Day Express, 10.0 a.m. from London, was timed to reach Glasgow at 6.50 p.m. instead of 7.0 p.m., and from 1st July to the end of the year it was due to reach Edinburgh 6.30, and Glasgow 6.45. In August, a new Passenger connection, Ireland to Scotland, was given off the up day Irish Mail, by running a train from Chester at 1.25 p.m., reaching Preston at 3.11, and joining the second Scotch Express there, the train arriving during the dining interval.

In July, a most convenient **afternoon service, from Glasgow to London**, was first brought into operation by extending the train leaving Glasgow Central at 2.0 p.m. through to London, with an arrival at 11.0 p.m.

On the 9th January, the Lord Mayor of London (Whitehead), a Kendal man, paid a state visit to his birthplace.; a special train was run for the accommodation of the civic party, Sir R. Moon and Mr. Findlay receiving His Lordship, at Euston; the return was made on the 11th, and I accompanied His Lordship and his sons from Crewe to London. The Lord Mayor, afterwards, visited Euston on the 18th, and gave away the Prizes to the 11th Middlesex, the Railway Corps.

On 28th March, I had to see Lord Arthur Somerset, at Albany Barracks, as to the Prince of Wales' visit to Liverpool. His Royal Highness left Euston same day for Liverpool, by special train at 2.0 p.m. I travelled with the train as far as Rugby, and on the 30th went down to Liverpool, in order to take charge of his train on return. Walton Station, outside Liverpool, was selected for the train to return from. We left at 4.30 p.m., and made a very good journey to London, arriving 8.50 p.m.

On 4th April, His Royal Highness, again travelled from Euston, this time to Shackerstone, for Lord Howe's Seat, Gopsall.

On the 8th July, the Shah, whose travelling arrangements were for the most part in the hands of Messrs. Thos. Cook & Son, was announced to journey from Hatfield, at the conclusion of his visit to the Marquis of Salisbury, to Berkhamsted to visit Lord Brownlow at Ashridge. A special train of London and North-Western carriages was sent to Hatfield on the Great Northern for the journey, and after a long delay, waiting the unpunctual pleasure of the Shah—Mr. Cockshott and Lord Colville of Culross chafing on the platform—we started on the trip to Berkhamsted, which entailed two reversals of the train, one at St. Albans and one at Watford.

On 13th August, the Duke and Duchess of Fife, travelled to Perth by the 10.30 a.m. Express from Euston. They had been married on the 27th July, and this was the first occasion of their adopting the London and North-Western Line, although the Duke himself was one of our frequent travellers.

We still had our trouble as to the fitting of the brake to the carriage stock, and selecting vehicles for each separate style of brake; some relief

**Automatic
Vacuum
finally
adopted.**

was afforded during the transition by the Board having adopted Mr. Webb's recommendation to arrange "a five-way-cock and automatic slieve," which enabled the brake to be used, either automatic or non-automatic, on our own vehicles; but the Caledonian Company would not recede from the Westinghouse system, and the automatic vacuum and the Westinghouse—the "dual brake," it was called, had ultimately to be applied on all the joint stock, and on all the saloons and other vehicles appointed for North traffic. It was by a very clever arrangement that the brake action on the cylinders was made applicable, either by the Westinghouse, or the automatic vacuum, which latter the Directors of the Company had at last decided to adopt. The little donkey engine on the Caledonian engines certainly did its work more quietly than the ejectors originally adopted by the North-Western, "the large ejector" being used with loudly sounding action to take off the brakes, or raise the vacuum in obedience to a signal by the brake-foreman to the driver to "blow up!"—the noise thus produced (that "dismal sound," Mr. Kempt accurately called it, as on one occasion the Station at Carlisle reverberated with the noise, while the Royal train stood waiting to start), was most trying to the nerves. While running the "small ejector" was used to keep up the vacuum, and Mr. Mumford, of Rugby, was instrumental in introducing some improvements which avoided the costly work it entailed. "A whole head of steam," one driver told me, had to be kept up under the former arrangement. Latterly I have noticed a very simple design—small horizontal piston on the engines—by which Mr. Webb has made a vast improvement in the scheme, and left but little to be desired.

The trial trip of the "Teutonic" White Star Liner was one of the incidents of the summer. The steamer left Holyhead on the afternoon of Saturday, 27th July, with a large number of invited guests on board. The boys of the "Indefatigable" were with us; they sang in the evening for our amusement, and on the 27th July, 1889. Sunday formed the choir on board. A sea fog troubled us during the Sunday afternoon, but it cleared towards evening, and we arrived on Monday in the Mersey and landed in Liverpool in beautiful weather, and accorded to Mr. Ismay, our host of the White Star, and one of our own Board of Directors, a well-deserved vote of thanks for the enjoyment the trip had afforded.

Negotiations as to transmitting luggage from America through "in bond" to the Continent still continued. Mr. Scrivener, of the Customs Board at Liverpool, having several interviews on the subject, the whole of the Atlantic Companies being represented, and an American Syndicate under the agency of Mr. de Raismes, opened negotiations for adopting the system of check baggage, relieving the railways from all responsibility. This short-lived scheme took final shape in the Time Table of August, 1890, under the lengthy title of the Transatlantic Baggage Indemnity Checking Company's System, 5/6 per package insuring

**Proposals to
convey American
Luggage in
Bond.**

up to \$100 against all risks ; but it disappeared from the Time Tables in the following July. Mr. Tyrwhitt and Captain Gye, of the South-Eastern, were successful in obtaining the consent of the Northern Companies to adopt with the concurrence of Her Majesty's Customs, arrangements for conveying passenger's luggage in bond unexamined for shipment to Liverpool, either under crown locks or under twine and plomb, to the Waterguard Surveyor, Her Majesty's Customs, Liverpool. The regulations were of a complicated character, and several meetings, terminating in 1890, were held before the scheme was confirmed by the General Managers.

The arrangement for selecting some of the main line signal boxes for the limit of eight hours' tour of duty came into force in the autumn.

Earlier in the year a change in the control of the issue of our monthly Time Table Staff Time Tables was made. A special clerk from each District
 at
 Newton-le-Willows. Superintendent's Office being selected and added to the Time Table office at Euston. During the week at the close of each month that the Time Bills were to be printed, these men were assembled at Newton under my Train Clerk, William Wilcox, and one hand and one responsibility dealt with the issue.

During both 1888 and 1889 we were free from any serious accidents. Those which came under review were calculated to shew the inefficiency of the simple vacuum, and the constant comment of the Inspectors followed on each—"this could not have happened if the Automatic Vacuum had been in force."

A TRAVELLING INCIDENT AT DUBLIN WESTLAND ROW TERMINUS.

Traveller : Pat, will you get my luggage out of the van?

Porter : I will, sor ; and what name is it, your honour?

T. : Name ! Neele !

P. : Now, is it MacNeill or O'Neil?

T. : Neither ; only Neele.

P. : What ! Neele entoirely ?

T. : Yes ; Neele entirely.

P. : Then, by the Powers, you must be the *Father of them all* !

CHAPTER XIV. 1890—1892.

Death of Mr. Needham—White Light Danger Signal discussed—Deaths of Mr. P. W. Dawson and Mr. Christison—Mr. Findlay's Paper, "Recent Improvements in Facilities for Railway Travelling"—Opening Forth Bridge—Accident at Carlisle: Brake Failure—Time-keeping by English Railways—Chester Station Extension—Stratford-on-Avon and Kenilworth Coaching Tours—War Office Lieutenants—Mr. Houghton succeeds Mr. Harley as Secretary—Resignation of Sir Richard Moon—Woodhead's Fog Signal Layers—Points and Signals interlocked return, 1890—Cook's Jubilee Dinner—Dining Cars to Scotland—Railway Extension across Dublin—"Newcomen Junction"—Euston Station New West Departure Platform—Accidents at Hampstead Heath Station, Derby Junction Birmingham, and Melton Mowbray—Risk Notes.

THE records of this year for the Railway Clearing House removed from our midst some of the best known names among the early personalities of Railway Superintendents.

1890. At the quarterly meeting, on January 22nd, Mr. F. J. Ramsden was announced as Superintendent of the Furness Railway, *vice* our old friend, Mr. Henry Cook, who for some years further retained the Secretaryship of the line. Mr. J. H. Nettleship succeeded Mr. James Robertson as Superintendent of the Great Eastern. Mr. Maddock, of the Lancashire and Yorkshire, was represented for the first time by Mr. Nicholson; in previous meetings either Mr. Bayley or Mr. Hepworth had acted on his behalf. Mr. J. Davies was appointed to represent the Central Wales and Carmarthen Junction Line; his tenure of the position was but short, as early in 1891, the Central Wales and Carmarthen Line was absorbed by the London and North-Western Company; and on the recommendation of Mr. Findlay, Mr. Davies was appointed General Manager of the Government Railways in Western Australia. After ten years' experience in Australia, on his return to England he has been appointed Manager of the Midland and South-Western Junction Line.

At this January meeting (1890) it was reported that Mr. Needham was seriously ill, and his life despaired of. The end came shortly after; and the opportunity was taken, at a meeting on the 25th, at which the principal Superintendents were present, to pass the following resolution: Mr. MacLaren was in the Chair, and it fell to my lot to propose, and to Mr. Cockshott to second, its adoption:—

The Superintendents of the railways of Great Britain desire to express to Mrs. Needham and Sir James Allport their sincere sympathy in the heavy loss they have sustained by the death of Mr. Needham, and at the same time to place on record the high estimation the Superintendents entertained of Mr. Needham's remarkable ability and sterling worth; the debt of gratitude they feel for the great pains he took, with so able a result, in the various revisions of the Clearing House Book of Rules and Regulations for Working Railways, including the block regulations; and their appreciation of the wise counsel, friendly guidance, and unvarying courtesy displayed by him on all occasions during the many years he represented the Midland Company as a member of the Superintendents' Conference.

The funeral took place on the 27th in Belper Cemetery, and was attended by hundreds of the Midland Company's employes, all the principal Superintendents of the English Railways, and among the pall-bearers was Major Marindin, of the Board of Trade.

Mrs. Needham sent a sympathetic reply to the Superintendent's vote of condolence, which was read at their meeting in April.

At this April meeting Mr. W. L. Mugliston was announced as Mr. Needham's successor, and he became one of the standard officers at these gatherings; Mr. Pakeman attending also for all matters connected with excursion questions, fares, etc.

Mr. J. H. Bell, who had been for some years Station Superintendent for the Cheshire Lines in Manchester, was announced as Superintendent of the Great Southern and Western of Ireland; Mr. Colhoun being fully occupied with the managerial duties of that important Irish Line.

This meeting proved to be the last of the Superintendents' Conferences at which either Mr. Christison or Mr. Dawson attended; they were neither of them present at the summer gathering at Aberdeen in July.

At Aberdeen, Mr. Garrow was announced as representative of the Highland Railway, *vice* Mr. Thomas Robertson, who had received the distinguished appointment of General Manager of the Great Northern Railway of Ireland—a very complimentary selection of a Scotch officer to control the affairs of one of the chief Irish railways, and to whose further advancement I have already referred.

Mr. Mugliston brought forward the open question as to the diversity of colours of signals on the railways, calling attention to the following divergencies:—On the Midland Line three lights are used—red, green, and white—for “danger,” “caution,” and “all right” respectively. On the Great Northern, London Brighton and South Coast, Hull and Barnsley, and Eastern and Midlands, two lights only are used, red and green—red for “danger,” and green for “all right”; a white light shewn at a fixed signal being taken as a danger signal. On the London and North-Western four lights were used—red, purple, green, and white; the red and purple being for danger. He also called attention to the desirability of the white light being dispensed with altogether as a driver's signal, owing:—

1. To the difficulty experienced by drivers, at places where the signals are numerous, in distinguishing whether the green or the white light is the signal applicable to their trains, or is the back light of a signal applicable to trains running in the opposite direction.
2. To the risk incurred should the red or green glass of a fixed signal be broken, and the signal shew a white light to a driver; and
3. To the liability of a driver mistaking the white light of a platform or other fixed lamp for a signal light in the event of the signal light having failed.

The Rules and Regulations Sub-Committee had this whole question

under review at two or three meetings in the course of the year, but the majority objected to the change suggested. The strong hold of the objection by Managers and others lay in this: "What! a white light to mean danger—absurd!" But year by year the alteration met with fresh support.

The Sub-Committee supported my attempt to obtain uniformity in the code for working bells or gongs, and shunters' horns for signalling to drivers engaged in shunting operations; the horns were an importation from French railways by Mr. Findlay. The following code was unanimously recommended with a view to uniformity of practice, and to avoid misunderstanding where the signals are applicable to the servants of more than one Company:—

**Code of
Shunting
Signals
adopted.**

SIGNAL.	INDICATES.
1 Note	Go ahead.
2 Notes	Set back.
3 Notes	Stop.

The Military Exhibition at Chelsea was the prominent attraction of the year; but while concessions were urged and discussed as to the conveyance of soldiery to the Exhibition, the distance from any of the railway stations in London precluded any great extent of excursion traffic from the provinces. The Exhibition was opened by the Prince of Wales on the 7th May; the stations affected by the through booking being chiefly Sloane Square, Victoria, and Chelsea (West London Extension Joint).

Exhibitions.

**Military at
Chelsea.**

**French
at
Earls Court.**

On the 11th of same month the French Exhibition at Earls Court was opened by the Lord Mayor. Mr. Applin was the Acting Manager, but its popularity did not approach that of its predecessors.

Edinburgh had its International Exhibition of Electrical Engineering, General Inventions, and Industries. It was open from May till October.

**Edinburgh
Electrical
Engineering.**

The North-Western officers held their summer conference in Edinburgh—Mr. Lee Bapty kindly placing his offices at our disposal for the purpose.

The Post Office, with their Jubilee celebration of the introduction of the uniform penny postage on the 2nd July, had special concessions to enable their employés and representatives from distant parts of the country to attend the very interesting gathering that took place in London on the occasion.

The tourist arrangements for the year included the long-desired Inverness circular tour tickets; and the Isle of Man passengers obtained free transit with their luggage from the stations of the Cheshire Lines in Liverpool to the steamers. Such incongruous objects as elephants, harps, tandem tricycles, and tandem bicycles obtained special quotations at the hands of the Superintendents.

**Clearing
House**

proceedings, 1890.

At the October meeting of the Superintendents at the Clearing House a mournful duty devolved on Mr. A. G. Reid, the Chairman, thus recorded in the minutes :—

Before proceeding with the business of the day, the Chairman alluded, in feeling terms, to the great loss the Conference had sustained in the death of their Secretary, Mr. P. W.

Death of Mr. P. W. Dawson (R. C. H.)	Dawson, which had occurred so suddenly on the 20th ; and several of the members having also spoken on the subject, it was unanimously resolved that the following minute be recorded, and that the Clearing House be requested to forward a copy of it to Mrs. Dawson :—
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“That the Superintendents of the Railway Companies of Great Britain and Ireland desire to express their deepest sympathy with Mrs. Dawson and family in the heavy and irreparable loss they have so suddenly sustained, and at the same time to place on record the high esteem in which Mr. Dawson has been so deservedly held by all the members of this Conference ; the gratitude they feel for the zeal, coupled with the great ability, sound judgment, and strict impartiality he has at all times displayed in connection with the business of the Conference, and for his invariable courtesy and ever-ready kindness.”

The Chairman then proceeded to address the Conference on the loss they had sustained in the death of Mr. Christison (8th September), the senior member of their body, and after some other members had also spoken on the subject, it was unanimously Resolved—

“That the members of this Conference desire to record the sincere regret with which they received the intimation of the death of their colleague Mr. Christison, the Representative of the North-Eastern Railway, whose name has been connected with their periodical meetings from the earliest days of the Conference, and whose calm judgment and ripe experience have throughout his long association aided them so largely in all their deliberations.”

It was also agreed that a copy of this resolution be sent to Mrs. Christison, with the expression of the best sympathy of the Conference towards herself and the members of the family in their bereavement.

Mr. Dawson, with Mr. H. Oliver and Mr. James Brown, had been connected with the Railway Clearing House ever since its commencement, under Mr. Kenneth Morison. On Mr. Morison's death, Mr. Zachary Macaulay became head of the Institution ; his reign was but short, and then Mr. Dawson succeeded to the chief position. The establishment grew to most extensive proportions, and large and comprehensive as its various branches of work might be in Railway Companies' agreements, goods traffic settlements, passenger traffic divisions, parcels settlements, parcel post check and divisions, carriage and wagon and sheet mileage, lost luggage tracing, junction number taking, and tracing vehicles—the whole was under Mr. Dawson's just and judicious control, and he was careful that it was worked with the maximum of accuracy and the minimum of disagreement. He took an active interest in establishing superannuation and provident funds, dining rooms, reading rooms, and library for the clerks, together with the literary, musical, and athletic societies, so highly appreciated by the staff.

He died very suddenly, while walking from the Clearing House to his train at Euston Station. His funeral took place at Hampstead Parish Church

burial ground, and the procession from St. Paul's Avenue Road to the cemetery was attended by representatives of all the Railway Companies, and by upwards of 1,000 of the staff of the Clearing House. Mr. Cockshott and I were among the selected pall-bearers. Mr. Dawson had been a personal friend of mine ever since my coming to London, and his widow, Mrs. Dawson, gave me his ebony walking-stick as a memento of our friendship.

Mr. Christison died after a lengthened illness at Bridlington Quay. He was born at Berwick-on-Tweed, and his long years of railway service had been associated with the North-Eastern district of England. He was a very calm debater and never appeared ruffled. He seldom spoke till the end of a debate, and then gave a very cautious shape to his objections, not unfrequently turning the meeting towards his view, of pausing before adopting changes and making quite sure of the ground before advancing.

His son-in-law, Mr. E. L. Davis, was District Superintendent of the North-Eastern Line at Hull, and for many years acted as Secretary to the Joint Conference which dealt with the conveyance of the Norwegian and Baltic emigration parties to America, using the port of Hull. His duty, carried out with perfect impartiality, being to allot as equally as possible the shipments of these emigrants arriving in the Humber by the various routes available across to Liverpool. At one time the flow of this emigrant traffic from the North of Europe to Hull, thence across England to Liverpool, and so to the United States, was very large, and the Lancashire and Yorkshire Company had extensive barrack waiting rooms at Tithebarn Street Station for the accommodation of the emigrants who came over in the through trains from Hull; but latterly the establishment of steamers making the voyage throughout from Scandinavia to the American ports, has consequently reduced this flow of traffic.

In 1902, Mr. Davis was promoted to a newly organized position of "General Passenger Agent" of the North-Eastern Railway at York, one of the American arrangements adopted by Mr. Gibb as a result of his visit to the States in 1901.

At the October Quarterly Meeting, Mr. T. Wallace was recorded as Superintendent of the Great Northern of Ireland. Mr. W. B. Johnson as successor to Mr. Christison. Mr. E. Chalk *vice* Mr. A. L. Stride for the London, Tilbury, and Southend Railway. Mr. S. J. Carr, who had been Chief Clerk for many years in Mr. Wood's office at Chester, was appointed as Superintendent of the Seacombe, Hoylake, and Deeside Railway, subsequently absorbed in the "Wirral" Railway. Mr. N. J. Burlinson, of the Great Western Railway was elected Chairman for the year 1891.

1890. The doubling of the Branch Railway between St. Helens and Rainford (where the Lancashire and Yorkshire Line is reached), heretofore a single line, was completed this year, new stations being provided in lieu of the very

antiquated ones which had previously served the district ; the signalling was modernized and the train staff withdrawn.

In February, Mr. Findlay was laid aside by an attack of gastritis. He had prepared a paper, "On Recent Improvements in facilities for Railway Travelling," to be read before the Society of Arts. At a very short notice I had the distinction put upon me of reading this paper in his stead. "Cut it down, so as to keep it within the hour," was the request made to me by the acting Secretary.

To reduce any sentence, or to omit any paragraph, might spoil the whole sequence, and as I had only time to glance over the document before finding myself in the lecture hall with 150 people in attendance, I felt there was nothing for me but to go straight through. I did so, and while I am sure it was all quite clear, I reached the end before time. Mr. Batten, who raised some questions, congratulated me on the record delivery, saying that he supposed the environment of speed in which I lived had no doubt enabled me to accomplish the task.

The paper had reference to the recent introduction of sleeping saloons dining carriages, etc. Mr. Batten chiefly directed his remarks to deficiencies in the English system, specially urging the C. O. D. system, "collect on delivery," in force in the States. The subject was scarcely germane to the paper I had read, but I cannot see any practical difficulty in adopting the C. O. D. system in this country, except it be in the value of the packages exceeding the Carriers' Act limit.

The **opening of the Forth Bridge** was an event in railway engineering that all those interested in traffic arrangements, and in the achievements of constructional talent, were looking forward to with much interest. It was appointed to take place on Tuesday, 4th March, and His Royal Highness the Prince of Wales, together with the Duke of Edinburgh, were to be present. The programme of the "Official Opening" was a singular production. The initials G. B. W., to be found in two or three cryptic positions, indicate the author. Likenesses of Sir John Fowler, Mr. Benjamin Baker, and Mr. William Arrol, with wreaths of oak, bay, and thistle respectively, occupied separate pages. Sketches of the Forth Bridge and the new Tay Bridge, with disturbed angels looking on, and Time itself, apparently in pain, formed the last page, all accompanied by short quotations, the appropriateness of which it is difficult to allot in the majority of instances. The title page was more distinctive and told of the ambition of the scheme. Running into a tunnel under Edinburgh Castle was depicted a North British engine, "Progress," drawing a long carriage labelled "Through Carriage, Aberdeen to New York, *via* Tay Bridge, Forth Bridge, Channel Tunnel, and Alaska." The appropriate motto at foot being—"Of dazzling great adventures this, the foremost." Ranged in front stood a group consisting of the Prince of Wales, Lord Colville of Culross, the Marquis of Tweeddale, Lords Elgin and Hindlip, Sir Matthew Thompson, Mr. Dent Dent,

**Opening
of the
Forth Bridge,
4th March, 1890.**

Mr. Wieland, and the four Managers—Mr. H. Oakley, Mr. H. Tennant, Mr. John Noble, Mr. John Walker.

I was one of the invited guests who had come down for the most part to Edinburgh on the previous evening in readiness for the event. Mr. Scotter and Mr. Meldrum had been my fellow-passengers to Scotland, and at the hotel we met with a large party of French engineers under the guidance of our Continental Agent, Mr. Michel. My plans were, however, very unexpectedly upset by an interview at breakfast with Colonel Loyd, one of our Directors, who told me that he had been a passenger from London by our

Accident at Carlisle, 4th March, 1890.	night express, which had met with a serious accident at Carlisle Station. His narration at once convinced me that my duty was to get immediately to Carlisle, and give up the attendance at the Forth Bridge opening ceremony.
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The debris had been cleared by the time I reached Carlisle, where I was met by Mr. Kempt, Mr. Currer, and Mr. Cattle, and had an interview with Colonel Hambro and other of the injured passengers lying at the County Hotel. Colonel Rich was the officer subsequently appointed to conduct the official enquiry, and he took very thorough steps to elucidate the cause of the brake failure, making with a similarly fitted train a special series of experiments, at which both Mr. Whale and Mr. Park were my companions. The guards and drivers underwent a very close examination, both by the Colonel and by the Coroner at Carlisle.

The train was the 8.0 p.m. express from Euston. It appeared that there had been some trouble with the brake both at first starting from Euston, the Gourock van requiring to have the brake thawed, and again at Tring, where that vehicle had to be detached. The train was twenty-seven minutes late on reaching Shap Summit; it left there thirty-three minutes late, and the driver appeared to have lost control of the train after descending Shap incline. The train, with its thirteen vehicles all fitted with Automatic Brake, ran through Carlisle Station at about thirty miles an hour, struck a Caledonian engine standing on the line in readiness for the Limited Mail, and drove it by the force of the collision a quarter of a mile onward. Four passengers were killed on the spot by the crushing up of the leading carriages, and eleven injured, besides the drivers and firemen of the engines.

There were various theories as to the cause of the brake failure, the general impression being that ice had formed in the cylinders of the brake pipes, and thus interfered with the proper action of the brake. Colonel Rich, however, did not accept this fully, but contended that as the driver had a lever for applying the brake, in one position working the simple vacuum and in the other the automatic, he had become confused, and had altered to simple vacuum working and had taken the Automatic Brake off the carriages; so that when the guards opened their release valves to put on the automatic vacuum, it was impossible for the brake to act, as the driver was all the time pulling it off with his large ejector.

There was much interest exhibited at the enquiries through the representatives of the various Brake Companies, to whom the occurrence opened a field of important considerations. The Westinghouse Brake Representatives were there, Mr. Clement E. Stretton, and other Railway Brake Experts, all anxious to obtain information of a full and reliable character in connection with the occurrence.

The Coroner's jury condemned the brake and exonerated the driver. Colonel Rich's recommendation was that the simple vacuum should be entirely done away with; that the automatic should be adopted, and that it should be worked with a larger amount of vacuum; that an air-pump or ejector should be employed, and that the Company should press on with the introduction of a drip valve in order to free the pipes from water, and so overget the difficulty as to ice forming in them.

It was a piece of "bad luck" for the Company to have experienced this disaster at the time they were gradually changing from the simple to the automatic vacuum, and afforded another illustration of the undesirability of "changing horses when crossing a stream;" but it undoubtedly led to an increased rapidity in still effecting the most desirable change by which a really effective Automatic Brake, conforming with Board of Trade requirements, became a part of the Company's carriage and engine equipment, simplifying in a marked degree the task alike of guard and driver.

An outcry by the public against some of the Southern Lines of Railway for systematic want of punctuality, led to the Board of Trade asking for returns not only from the Southern Lines but also from the Companies generally, the result showed that the Southern Lines were in no degree behind the Northern Lines, but in the matter of punctuality, to the surprise of most Railway men, the Great Eastern Line proved "*facile princeps*."

Our record was not much to boast of; it came out thus:—

1890. Month.	Per centage to time or up to 3 minutes late.	ARRIVALS IN LONDON.							Total number of Trains.
		3 to 5 minutes late.	5 to 10 minutes late.	10 to 15 minutes late.	15 to 20 minutes late.	20 to 25 minutes late.	25 to 30 minutes late.	Over 30 minutes late.	
January	56'33	10'13	12'73	8'06	4'82	2'44	1'64	3'76	1885
March	63'24	10'22	12'79	5'64	3'35	2'01	'55	2'17	1790
May	65'66	8'69	12'39	6'29	3'78	1'45	'94	'78	1795
July	63'23	8'28	12'41	6'23	3'88	1'94	1'26	2'78	1909
September	53'19	9'54	12'75	8'12	4'8	3'27	2'94	5'39	1835
November	51'73	9'24	16'23	7'05	5'05	3'59	2'61	4'50	1654

It was explained that these arrivals included the whole results of the uncertainty of the sea service in connection with Holyhead, and the consequences of long journey connections at Carlisle with Scotch and Highland trains.

The Board of Trade had in hand the question of Workmen's trains and fares. So far as London was affected there was at this time very little demand for Workmen's trains in the Northern portion of London; the development of factories outside the Metropolis, now so rapidly spreading round Harrow and Watford, had as yet shewn very little signs of growth. Messrs. Allen's Printing Works, the Kodak establishment, and a brush factory were among the first indications of this development at Harrow.

The opening of the Forth Bridge, following on the Tay Bridge, had a natural effect in shortening the route of the East Coast system, between Edinburgh and the North, and train accelerations and postal accelerations were under frequent discussion. It was not till October that any permanent change was made. On the 1st of the month, the day express, 10.30 a.m. from Euston, which had heretofore been due at Perth at 8.45 p.m., and Dundee at 9.35, was appointed to reach Perth at 8.27, and Dundee at 9.15 p.m. Perth Station Hotel is shewn in the Time Books in July as opened for traffic, and Pople's Hotel, so long used by the North passengers, lost much of its popularity in consequence.

The working of the down night Mails was also the subject of further consideration. In the first place, the connection between the down Postal Train and the down Irish Mail, at Crewe, had failed to work smoothly. A departure at 8.30 p.m. from Euston, during the summer, had been attempted for the Mail, but it became necessary to revert to the old starting time of 8.20 in October, and the entanglement of the midnight scene at Crewe did not promise to be much relieved by the introduction of a new night train, direct from Bristol, by the Severn Tunnel route.

Here are the appointed arrival times :—

	Mail from Hereford and		
Crewe Station.	Swansea	11 10	
—	10.15 Mail from Birmingham	11 31	
Midnight Working.	Mail from Potteries ...	11 35	
8.0 p.m.	Express from Euston to Scotland	11 35	off for North ... 11 42
	Mail from Bangor (up side)	11 40	
8.20	Irish Mail from London	11 48	off for Holyhead 12 0
	Postal Train from London... ..	11 54	off for North ... 12 5
8.5	Night Train from Bristol	12 2	off for Normanton 12 10
			off for Manchester 12 20
			off for Liverpool 12 25

In all the above cases, not only had the passenger traffic, the parcel traffic, and the postal traffic, to be dealt with, but the engines also had to be

uncoupled on arrival, sent to shed or turntable, and another engine to be attached to each of the trains.

I venture to say, that there is no other Railway Company in the Kingdom, that has, or ever had, to contend with such a congregated series of arrivals and departures of important arterial trains, and worked all so smoothly. Here are trains conveying traffic from centre to centre of business life without a hitch, without confusion; and this, night after night, while the world at large was sleeping. In all states of weather, in heat, in snow, in wind, in storm, in rain, or worst of all, in fog, the foremen in charge of the platform, and all the men under them, grapple with the nightly task, and keep all going. Activity is the watchword of the place, and I must confess to a feeling of satisfaction, when from time to time as opportunity for visiting Crewe arose, I have watched this night working, and appreciated the untiring energy of the men in charge.

I have already stated (page 307) that one of my most trusted out-door men was usually made resident at Crewe, so that the daily working of this central point was regularly reflected to us at Euston. Mr. Guy Calthrop was for some years so engaged; his appreciative intelligence and attention have been rewarded by his selection (in 1902) to succeed Mr. Kempt as Superintendent of the Caledonian Railway.

The enlargement of the important Joint Station, at Chester, had been under discussion, between the Great Western and the London and North-
Enlargement Western for some years, and very numerous plans had been
of submitted from time to time by Mr. Robert Johnston, the
Chester Joint Engineer; this was too costly, that would not suit the
Station. Great Western, the other was not acceptable to the North
 Western, and so forth. At length one plan was agreed to, and the difficulty of accommodating the traffic from the Hoole side was disposed of by the introduction of a long overhead passage leading to the new centre platform.

In July, this year, the new side of the station was brought into partial use. It is difficult, now, to imagine how the busy work of such a station as Chester could have been carried on at one platform, but from the time of the station opening, till 1890, the whole of up and down traffic of the Chester and Holyhead Line was so dealt with, including the Manchester and the Crewe services—a scissors crossing in the middle enabling the up trains to pass into the south portion of the platform, while the northern portion was occupied by the down traffic.

Mr. Patchett, who had been the Superintendent of these joint lines for very many years, had decided on resigning his position, and Mr. Thorne who had been Station Master at Hereford, at Chester, and at Shrewsbury, and was thoroughly conversant with the various portions of the joint line, was appointed to succeed him.

It fell to my lot, with Mr. Allen, for the Great Western Line, to travel over the whole of the joint lines, and to introduce Mr. Thorne as their new Superintendent to the Station Masters on the system.

The Atlantic Steamer arrivals at Queenstown were in the autumn watched very closely in the interests, alike of the Great Southern and Western, and of the Holyhead route, and some very prompt deliveries of mails were recorded. The White Star liner, "Teutonic" arrived Tuesday, October 21st, off Queenstown, having made the passage from Sandy Hook to Roches Point in 5 days 23 hours 51 minutes. The Inman "City of New York" same day made the voyage in 6 days 2 hours 27 minutes. The English Mails brought by the "Teutonic" left Queenstown by the 1.40 p.m. Mail Train, and would be delivered in London by 7.0 a.m., unexampled in rapidity, while those by the Inman Steamer were despatched by a special train from Queenstown at 4.20 p.m. for Dublin, with reference to which *The Times* of October 22nd, 1890, announced:—"A Special boat will carry them on arrival at Dublin to Holyhead, whence the London and North-Western are to start another special for their conveyance to London, by which means letters posted in New York last Wednesday will be delivered at an early hour in the City of London on this, the following Wednesday morning, a feat which has never before been accomplished." It was, however, very seldom that this service—special throughout—could be run advantageously, as there were regular Mail Services every 12 hours, night and day, from Queenstown, and the only instance of postal benefit that could arise would be an intermediate arrival in London sufficiently early in the forenoon to ensure a delivery mid-day or early afternoon. On Sunday, 19th February, 1893, the full service was run special for the first time, the American letters being delivered in London in the forenoon of Monday.

The American Railway Notices in the London and North-Western Time Book are increased this year by the introduction of the American Express Company, Messrs. Meadows, with whom friendly alliance existed at all the Company's Branch Offices. One or two of the American Railways had, in 1889, announced the running of solid vestibuled trains on their lines, but it was left for the Erie Railway to describe themselves as "the only solid train route between New York and Chicago," and to intimate the running of their "New Solid Vestibuled Chicago, Limited," leaving New York every evening at 8.0 p.m.

A clever and well-deserving attempt was made, under Mr. Michel's enterprising care, to attract Americans and Continental visitors by the organization of the Stratford-on-Avon Day Excursions, including railway fares, coach tours, and hotel expenses. These were run on Saturdays during the season, and for an inclusive fare conveyed ticket-holders to Kenilworth, Warwick, and Stratford-on-Avon, or *vice versa*, with table d'hôte mid-day meal, the one party at a Warwick hotel, the other at one in Stratford. The wagonettes were comfortable vehicles, the luncheons well served, the tickets covered all charges

Queenstown
Service
for
Atlantic
Traffic

Day Excursions
from London to
Stratford-on-
Avon and
Warwick.

for guides and admissions, but the pecuniary success to the Company after a couple of years' trial did not warrant a further continuance of the experiment, and, much to Mr. Michel's disappointment, the arrangement was withdrawn.

The journeys of Royalty over the line this year, so far as the Prince of Wales was concerned, only included two or three trips to Aylesbury, and H.R.H. the Princess Louise made one in May to the same place. These trips generally passed off very smoothly and successfully. I had one exception, it was on Saturday, 19th July. On arriving at Aylesbury I found myself summoned to the Prince's saloon, and there, with not unreasonable annoyance, he called my attention to the state of the table in the saloon. It was covered with fine black dust, which, he said, had not only come down on himself and his table, but had also descended upon the dresses of the ladies accompanying the party. What could be done? What could be said? Unfortunately the cause was too apparent—all this grit and dust had come down through some new fangled roof ventilators the carriage department had fitted into the compartment. Those ventilators never worked again so long as His Royal Highness used that vehicle!

On 30th May the Duke and Duchess of Edinburgh went down to Scotland by the 8.0 p.m. from Euston on a visit to the Queen.

On the 23rd July the Duke and Duchess of Fife travelled by the 10.30 day express, and on the 22nd of August H.R.H. the Duchess of Albany went down to Scotland. Her journey was, as usual, made by one of our saloons throughout, from Esher on the South-Western Railway, and at Willesden the vehicle was attached to the North-Western Night Express.

Twice during the year we had to make special arrangements for the Lord Mayor of London—in June to Edinburgh, and in October to Stoke. The Comte de Paris took up his residence near Buckingham, and special arrangements had occasionally to be made for himself and his distinguished visitors.

Among the train changes and extensions of the year were the following :—
In July the terminal station to which our passenger running on the Ashby and Nuneaton Joint Line had extended, viz., "Overseal and Moira," was closed, and for the first time since the opening of the Joint Line our passenger trains ran through to Ashby-de-la-Zouch on the one hand, and to Burton-on-Trent on the other. The train service being announced as running from Nuneaton to Burton, and connecting there with the North-Staffordshire Railway for Ashbourne. The London and North-Western had obtained powers for constructing a line from Buxton to Ashbourne, serving Dovedale; in January I had been over the course of the projected line, and, in company with Mr. Thornhill and Mr. Turnbull, had viewed the suggested sites for stations, commencing with Tissington Village, and terminating at Harington, where the memory of Izaak Walton's "Compleat Angler" is kept

**Journeys by
Royal
Family.**

**Train Service
to
Ashby-de-la-
Zouch and
Burton-on-Trent.**

alive by an hotel named after "Charles Cotton," his co-editor. At Parsley Hay we were joined by Mr. H. Findlay, the resident Engineer in charge of the works between Parsley Hay and Buxton, and finished our inspection next morning by visiting the proposed position of Higher Buxton Station.

The line seemed schemed through a sparsely peopled district, but it has served and developed a large tourist traffic, and made Dovedale easily accessible.

In September it was arranged that the Willesden and Croydon service of trains running to Croydon Central Station should stop at New Croydon instead, and Central Croydon (London, Brighton, and South Coast) was closed for passenger traffic.

On the 18th of December a short line, in which Mr. Gordon, of Bentley Priory, and Sir George Findlay took much interest—that between Stanmore and Harrow—was opened for traffic. Its construction has resulted in a very considerable growth of residential buildings around the terminus at Stanmore.

Opening of
Stanmore
Railway.

With respect to the Directors, it fell to the lot of Mr. Brooke, as Chairman of the Traffic Committee, to address the officers at the annual gathering early in the year. This was the first time he had thus lectured them; it was kindly and judiciously done.

Mr. Holland Hibbert took the chair at the Southern Committee for the first time on the 30th July, and on the 3rd June Mr. J. A. Bright made his first appearance at the Northern Committee.

In August Mr. Penson, who had been my Chief Assistant in the matter of settling passenger claims, and who had, under the guidance of Dr. Puzey and Mr. Page, drawn up the statements of the various compensation cases to be submitted by me to the "Medical Committee," had become so seriously incapacitated by illness that his resignation became a necessity.

Death
of
Mr. Penson.

I was very sorry to lose him; he had shewn himself so painstaking and trustworthy in a difficult department. He died very shortly after leaving the Company's service.

Mr. J. B. Reynolds, who had been for many years attached to the Audit Office of the Company, and had executed many private enquiries for the Board, was appointed to succeed him. He had formerly been with me an employé of the South-Staffordshire Railway. I knew, therefore, I had a man I could trust, and he very shortly got thoroughly hold of the somewhat difficult task that fell to his lot. He continued to hold this office up to the time of my leaving, but has since "gone over to the majority." The members of the Superannuation Fund will know how well and conscientiously he fought their battles.

The close of the year was signalised by the retirement of several of the old officers. Mr. David Stevenson left after a service of fifty years. The

**Retirement
of Mr. David
Stevenson;
also of
Mr. Greenish
and
Mr. Farr.**

story of his life has been told by himself in a very interesting record of "Old Euston" history. Mr. Greenish retired from the post of District Goods Manager for the Northampton District, and Mr. Farr in like manner from the Manchester and Stockport District. They had both commenced their history in railway life on the Lancashire and Yorkshire Line, and had followed Mr. Cawkwell on to, or rather had been selected by him for service on, the London and North-Western Railway.

Mr. Harley* also resigned his position as Secretary through ill-health, and was succeeded by Mr. Thomas Houghton, who was to be congratulated on attaining this important but comparatively quiet post after some recent years of troubled railway life, amid an atmosphere of worrying complaints and correspondence with traders and with rival companies as to rates, concessions, undue preference—

**Mr. Houghton
succeeds
Mr. Harley as
Secretary.**

et hoc genus omne.

The War Office having requested the co-operation of the Railway Companies in affording them the opportunity of some training in railway working, applied in the first instance to Mr. Findlay, who had distinguished himself by the papers he had read at one or two military gatherings, to allow two young lieutenants, who had shewn sufficient aptitude to justify their selection, to be attached to the line for twelve months, to pass through the various offices connected with out-door management and construction.

**Military
Cadets
on
L. & N. W.**

The two first selected were Messrs. Henniker and Macauley. They were at once attached to the out-door staff in connection with my office, and were handed over to Mr. Turnbull with the knowledge on their part that he would have to send in a report respecting them at the close of their year of office.

They all proved satisfactory; some of them showed distinguished talent in their new surroundings. The following list records the names of these Royal Engineers and their occupation in July, 1901 :—

HENNIKER, A. M., 2nd Lieut. 15th February, 1889, Capt. 15th February, 1900. Deputy Assistant Director of Railways, Orange River Colony. Graded as D.A.A.G. Formerly on Egyptian Railways.

MACAULEY, G. B., 2nd Lieut. 8th March, 1889, Capt. 8th March, 1900, Brevet Major 9th March, 1900. Kaimakam, Egyptian Army, Director of Railways, Wady Halfa.

BURNE, F. H. C., 2nd Lieut. 27th July, 1889, Capt. 1st April, 1900. On Indian service, now General Duties, Kimberley.

*Mr. Harley died in September, 1902. Mr. Houghton resigned in 1902, and was succeeded by Mr. W. B. Haywood, making the fifth secretary of the company I had the pleasure of knowing.

- HEPPER, H. A. L., 2nd Lieut. 14th February, 1890, Capt. 17th October, 1900. Permanent service in India. Executive Engineer, Signal and Interlocking Division, N. W. R., Lahore.
- LEGGETT, E. H. M., 2nd Lieut. 25th July, 1890, Capt. 17th April, 1901. Deputy Assistant Director of Railways, Headquarters' Staff, South Africa. (Working district between Pretoria and Lourenço Marques). Formerly Traffic Manager, Royal Arsenal, Woolwich.
- CHANCELLOR, J. R., D.S.O., 2nd Lieut. 25th July, 1890, Capt. 19th June, 1901. Student, Staff College. Formerly on Egyptian Railways.
- MACKESY, J. P., 2nd Lieut. 24th July, 1891, Lieut. 24th July, 1894. Thirty-Eighth Field Company, Field Force, South Africa. Formerly Commanding Royal Engineer, Sierra Leone.
- HALL, G. C. M., D.S.O., 2nd Lieut. 12th March, 1892, Lieut. 12th March, 1895. Traffic Department, Egyptian State Railway, Cairo.
- MIDWINTER, E. C., D.S.O., 2nd Lieut. 22nd July, 1892, Lieut. 22nd July, 1895. Bimbaski, Egyptian Army Railways, Shendy.
- KENSINGTON, G. B., 2nd Lieut. 27th February, 1894, Lieut. 27th February, 1897. Traffic Manager, Royal Arsenal, Woolwich.
- CUNNINGTON, R. H., 2nd Lieut. 25th July, 1896, Lieut. 25th July, 1899. 10th (Railway) Company, Field Force, South Africa (L. N. W. R. course not completed).

1891. The vacancy created by the resignation of Mr. Stevenson was filled by the appointment of his assistant, Mr. Carl E. Grasemann, to take charge of the London district, while the provincial district from Harrow, Watford, Aylesbury, Oxford, Northampton, and Peterborough was placed in charge of Mr. H. W. Blakeney, as successor to Mr. G. Greenish. These names complete the list of North-Western changes of officers for the year with one exception, that of Mr. Joseph Entwistle, of Shrewsbury, who died in November, and was succeeded by Mr. John Owen, who had filled the position of Chief Clerk for some years.

The Board had to report, with regret, the death of the Hon. T. C. Bruce, "an old and valued colleague." He had been for many years a Director of the Highland Railway, a line always working in friendly alliance with us.

The greatest change in the *personnel* at Euston was that which the Directors experienced in the resignation of Sir Richard Moon. The death of Lady Moon at the end of January seemed to have given him a shock which much unnerved him. He resigned his position on the Board in February, and a very appreciative reception at the half-yearly meeting in that month was given him—the vote of thanks being moved by Mr. W. H. Smith, First Lord of the Treasury, and seconded by Lord Colville of Culross. In his closing speech the Chairman paid a high compliment to the faithful work done by the Company's officers, all of whom had been appointed in his time. His motto for each on their

**Changes in
L. & N. W.
Officers, 1891.**

**Resignation
of
Sir R. Moon.**

appointment had always been : “ Remember, first, that you are a gentleman ; remember, next, that you are a North-Western officer, and that whatever you promise you must perform—therefore, be careful what you promise, but having promised it, take care that you perform it.” In the Board meeting, at which some few of the principal officers were present, the duty of proposing a vote of thanks to the retiring Chairman was delegated to the Hon. David Plunket, M.P., Commissioner of Works ; and it was a privilege to listen to his highly eloquent and dignified language.

It was shortly afterwards announced that Lord Stalbridge had been elected to fill the important post.

The old Chairman frequently sent communications to the Secretary and Manager conveying his views on current questions. He particularly objected to the extension of Sunday Trains, however urgent the demand. One day, calling at my office, he told me that if things went wrong they would have to send for “ Cincinnatus ” again, to take up the control. He was always glad to welcome any of his old officers at his home near Coventry, where he died in November, 1899.

There is no memorial of him in the Shareholders’ Meeting Room at Euston : indeed, there are only two Chairmen represented in that Valhalla : the one Lord Wolverton (Carr Glyn), the first Chairman, by his portrait in oils ; the other Mr. Moon’s predecessor, by his bust—Admiral Moorsom—“ executed,” so the tablet somewhat awkwardly reads, “ at the wish of some of his friends.”

Some considerable modifications took place in the Committees, in consequence of the change in Chairmanship of the Company. The question of the continuance of the Northern Committee was under considerable discussion, and a new Committee, called the Passenger Traffic Committee, was organised, with the very popular Mr. Alfred Fletcher as its Chairman. The interest he displayed in Traffic questions, and in the effective management of the Hotel and Refreshment Department was most marked.

**Changes in
Committees
under New
Chairman,
Lord Stalbridge.**

Among other new names to come on to the Joint Boards, I should not omit that of Lord Emlyn, who had become the Vice-Chairman of the Great Western Line, and sat for the first time at the Joint Committee on June 5th. His name had been frequently before us prior to this date, owing to one of his family seats, “ Golden Grove,” being situate on the Vale of Towy, and our train service in that district not being quite up to Great Western Main Line requirements. His fame as a Director who knew his business had preceded him at our train meetings, and not a few of the suggestions made for improvement in that remote portion of the kingdom were traceable to his interposition.

Concurrently with the enlargement of Chester Station, proposals and plans for doubling the line between Saltney Junction and Chester, and from Chester

Extensions at Chester and Shrewsbury. through to Birkenhead, were under frequent discussion. Numerous inspections to decide between alternative schemes submitted by the Joint Engineer, Mr. Robert E. Johnston, were necessary, and particularly at Rock Ferry, where the advent of the Mersey Railway Company, and their probable relationship to the Great Western Railway for Liverpool traffic required consideration.

The plans for widening the lines over the Severn, and at the same time enlarging Shrewsbury Station, were also under review, sketch after sketch being submitted by the Joint Engineer, having to endure the criticism of the officers of the Great Western and London and North-Western Companies and their respective Engineers.

Our visits of inspection to the Joint Lines generally gave Mr. Johnston work in lengthening and widening station platforms originally very short and very narrow : their sites often presented difficulty : at Frodsham he obtained the needful space from 5-ft. 9-in. to 12-ft. by boldly setting back, as they stood, the whole of the station offices, underpinning the entire structure and rolling it back 6-ft. 3-in. on the American plan.

At Shrewsbury General Station, in 1903, he has successfully carried out a far larger undertaking, by underpinning the original station buildings and introducing beneath their whole length a lower storey in which are located the chief booking hall and other offices ; to preserve the access from the town the entire approach road and station yard have been lowered, and the gradient much improved.

Extensions. — Bescot, Spring's Branch, Crewe. Many of the plans which had received most careful cogitation at the instance of the late North-Western Chairman, and by him had been cautiously postponed, were now brought under notice of Lord Stalbridge : the periodical traffic blockages outside Crewe, the detention of coal wagons in the South Staffordshire district, and the want of marshalling ground in connection with the ever flowing business of Springs Branch, all called for action, with the result, that plans were approved, and ordered to be carried out for a largely increased Bescot Junction, with engine shed, and extensive north and south marshalling sidings for full trucks and for returned empties (opened in 1892), and the same at Ince Moss, for the Springs Branch traffic, with junctions to and from Liverpool (opened also in 1892), and the provision of no less than six lines between Springs Branch and Wigan. The plans for Crewe entailed a great outlay, practically a doubling of that busy station for passenger purposes, and in addition, under-running lines for goods traffic throughout the doubled station independent of the passenger lines, an underlying connection for North Stafford traffic, and a long extension on the down side, nearly as far back as Basford Wood, where the goods traffic could leave the main line, and enter the goods running lines.

These schemes were most thoroughly gone through, and the pains bestowed on them by Messrs. Thornhill, Turnbull, Whale, and Thompson, for the respective departments, are now finding a happy termination to their labours, in the gradual carrying out, year by year, of the elaborated design.

While, however, the northern portion of the line was thus receiving attention, both Euston and Willesden were also in hand. At the former

Euston Station.	Station, the old Signal Box, at the east side of the bridge, close to the end of the platform, which had so long been used for the control of the entering trains, was closed, and a new, large
Largest Signal Box erected.	Signal Box at the west side of the bridge, with a double set of

levers, was commenced to be worked on the morning of the 27th April, 1891.

The work was extremely difficult, every lever was new, every signal had new connections to work it, and for a couple of days the regularity of Euston was upset—Mr. Groom, Mr. Jupp, and Mr. Brook, having a lively time.

The Signal Box, at the time of its construction, was the largest of its kind—288 levers, 255 in use, and 33 spare. The Chairman, the Duke of Sutherland, Mr. Brooke, and Mr. Fletcher (Directors), all made special visits to the Signal Box, as its fame, and the very indifferent working it had been attended with, were Board Room topics.

The result of the discussion produced a very improved arrangement for dealing with the traffic, by the introduction of a double shunting neck, to enable trains arriving on the one side, to pass to the other, ready for backing down to the departure side, or to the marshalling sidings adjacent.

The men christened these two roads by nick-names, the one, the Khyber, the other, Suez, a custom very generally adopted in shunting yards, considered by the men to be far more distinctive than numbers one, two, three.

At Willesden, a new Booking Office, at the main road, was brought into use (July 1st), together with the foot-bridge at the north end of the station.

Willesden Junction New Exit.	This foot-bridge had stair-cases leading into each of the platforms on the main line low level station, and its use simplified, in a marked degree the “way out” for passengers, obviating much of the “up stairs and down stairs” to which they had hitherto been exposed.
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The arrangements for supplying relief fog-signalmen along the line—a matter of some considerable difficulty—together with the rules affecting the whole duty, were regularly gone through, autumn by autumn, with the District Superintendents, the very carefully drawn diagram of hours, prepared by Mr. Footner, shewn on a previous page, regulating the periods of duty, but still accidents arose to fog-men, not so much from long hours of duty, as from the difficulty connected with their work.

Early in the year, Mr. Woodhead, Chief Clerk, in Mr. Frank Stevenson's department, at Euston, brought under notice his scheme for placing detonators

**Woodhead's
Patent.**

on the line, so as to reduce the danger to the plate-layers and others, when fogging, principally in connection with four or more parallel lines of way. In thick fogs it was a most difficult task to make sure of the number of lines stepped over, and in many cases, signals were exploded uselessly, owing to difficulty in venturing to withdraw them. Woodhead's apparatus, by a lever and connecting "layers," was designed to place fog-signals, two, ten yards apart on the lines, and to withdraw them if at the time of train approach the signals were off. The four layers had each fog-signals fitted to them, and it was not, therefore, till the third or fourth signal had been exploded that the layers had to be recharged; the fogman's journeys crossing the lines being thus very beneficially curtailed.

The scheme has been largely made use of, and upwards of 400 sets of apparatus were reported at the Railway Congress of 1901 as being in operation, the original design having been improved upon by the inventor from time to time.

Among the other schemes for fog signalling (which at this time was a subject much in evidence) was one by Mr. J. W. Fletcher's son for exploding cartridges, fed automatically from a reservoir attached electrically to the signal levers. It was on trial some time at Loudoun Road Station, but the calculated cost of using such complicated appliances to all the signal boxes on the line cut short any progress in their adoption.

A very serious accident on the Great Western Line, at Norton Fitzwarren, in which a train had been shunted from one main line to another, and then forgotten, when an express train was signalled, and "all clear" given by the signalman at the spot, ten passengers being killed and nine seriously injured, once more raised the question of adopting some principle of a "reminder" to signalmen of the blockage of the line under such circumstances. The subject was strongly brought under notice by the Board of Trade Inspectors. The Clearing House Superintendents had it under discussion, but no design seemed sufficiently simple to obtain universal approval. Mr. Thompson introduced a model at Tring Signal Box. Mr. Nicholson patented an appliance on the Lancashire and Yorkshire Line, but so far as I am aware, no simple and easy solution has been discovered. The scheme I had noticed twenty years back at Clapham Junction, adopted by a Signalman of the South Western Company, was the simplest form possible—a small card with the word "Blocked," hung on the signal lever, and some such appliance if attached in readiness, to be placed on to each of the levers affected, worked at the time by the signalman, is the simplest form of reminder that can be desired, though admittedly it is not automatic.

The completion of lock and block throughout the Line was one of the

Progress of Interlocking. tasks in hand for some time back, and the Board of Trade returns shewed how considerable was the progress made up to the commencement of the year; Mr. Thompson, of Crewe, having taken the work so heartily in hand. The following Table shews the rapid rate of progress :

Return of Signals and Points interlocked—

London & North-Western Railway.				Interlocked.	Not Interlocked	Per Centage Completed.
End of year,	1885	...	...	3,881	235	—
„	1886	...	...	4,018	165	96
„	1887	...	...	4,102	127	97
„	1888	...	...	4,176	125	97
„	1889	...	...	4,258	59	99
„	1890	...	...	4,354	15	100

Major Yorke's first inspection on L. & N. W., 1891. A new Inspector of Railways came on the scene, in October; a slight collision had occurred at Nuneaton, and I attended Major Yorke, at this, his first official enquiry, with Mr. Groom, the District Superintendent.

Marlborough House Garden Party, 9th July, 1891. On 9th July, there was a garden party, given by the Prince of Wales, at Marlborough House, “to meet the Queen;” the German Emperor and Empress being also present. Both Mr. Cockshott and I received invitations; it was very interesting to watch the Royal presentations and progress ‘hrough the grounds, both of us at the same time feeling perfect freedom from care, as to any Railway arrangements. Subsequently, in July, the Prince visited both Aylesbury (18th), and Birmingham (21st), it falling to my lot to accompany the trains.

Prince Henry of Battenberg's journey to Bangor. In August (22nd), at Chester, a Special was arranged for Prince Henry of Battenberg to travel to Menai Bridge. H.R.H. came through from Swansea, somewhat late, but was anxious to keep his appointment to meet Sir R. Bulkeley; the speed at which the train was taken was certainly high, and on some parts of the running reached 70 miles per hour; entering Bangor we were signalled to stop, as Sir Richard had decided to receive H.R.H. there instead of Menai Bridge. This fast running was a thing the Prince always remembered, and on two or three subsequent interviews he referred to our fast run along the Coast of North Wales.

Prince George of Wales and Trip to Ireland. In October I was once more summoned to Marlborough House, and had the honour of a personal interview with the Prince of Wales and his son, Prince George, the object being to arrange for the journey of the latter to Dublin, where his brother was staying, and to avoid publicity, as the visit was intended to be of a private character. I promised to do what was required, and

assured the Prince that whatever public notice appeared it would not have emanated from Euston, as we rather prided ourselves on being able to maintain secrecy in such matters.

The promise was carried out, and so little was known of the journey that the London papers represented Prince George as being in the metropolis that day; the City of Dublin Company were purposely not advised of the identity of the passenger they were to provide accommodation for, and a complaint was received from them that if they had known in due time the Royal Standard would have been displayed on the mail boat, which was exactly that which Marlborough House wished to avoid!

An event which took place on July 22nd ought to find a record in these notes. It was the Jubilee dinner of Messrs. T. Cook and Son at the Metropole. A splendid gathering of royalties and railway and steamboat magnates—the Duke of Cambridge, Prince Henry of Battenberg, the Duke of Saxe Weimer, the Duke of Sutherland—formed part of the very illustrious gathering, two hundred and ninety guests in all; a great tribute to the world-wide fame of this enterprising and energetic firm. It was to be regretted that the founder of the firm, Mr. Thomas Cook, was laid aside by serious illness, and unable to take part in the celebration. He died in July of the following year, a “total abstainer for fifty-seven years.”

The single line of the Sirhowy Railway for seven and a half miles between Hollybush and Tredegar Junction was doubled and brought into use on 1st September, the train staff being dispensed with. The **Doubling and Quadrupling Lines.** quadrupled lines between Aston and Vauxhall were opened in February; and those between Speke and Edge Hill, with improved stations at Mossley Hill and Sefton Park, in July.

In July the quadrupled line between Slaithwaite and Marsden (see page 349) came into full operation from Marsden, near Standedge tunnel, throughout to Huddersfield, and, indeed, to Heaton Lodge Junction; the difficult task of constructing the **Yorkshire Line completed, except through Standedge Tunnel.** double tunnel under the “backbone of England” still awaiting completion to render continuous the four-lines from Stalybridge to Heaton Lodge.

The tunnel was 5,344 yards in length; its gradual progress was recorded in the Engineers' reports, presented to the shareholders half-yearly:—900 yards in August, 1892; 2,500 yards by February, 1893; 3,900 by August, 1893; 5,070 in February, 1894; the whole length, 5,344 yards, finished and opened for traffic by August, 1894.

In order to complete an independent four-line system from and to Leeds, a relief line was suggested by which the congestion at Mirfield and

Inspection of proposed Cleckheaton Line. at Dewsbury and Batley could be avoided; and Parliament this year sanctioned the adoption of the suggestion, the line to run from Heaton Lodge by way of Heckmondwike, Cleckheaton, Gomersal, and Gildersome, rejoining the main London and North-Western Line near Wortley. In company with the Engineers, it fell to my lot to inspect the proposed sites of stations; but the line was not opened for traffic till after my resignation of office.

1891. The new stations opened in the course of the year were Saltney Ferry, near Mold Junction, in January; and in the same district, in March, "Kinnerton," on the incline of that name between Broughton and Hall and Hope. In the Liverpool district, Eccleston Park was opened in 1891. was opened between Prescott and Thatto Heath in June; and Balliol Road had Bootle attached to its name. In the Manchester district, a new station was opened in September between Dewsbury and Mirfield called Ravensthorpe and Thornhill; and another between Chelford and Holmes Chapel called Goostrey, a name with a peculiar derivation;—said originally to have been God's tree, and thus to be kindred to Gospel Oak.

The Great Northern Railway Company, on behalf of the East Coast route, having intimated an acceleration of the night Scotch express, the West Coast route had to make a corresponding move; and the 8.0 p.m. from London, 45 minutes acceleration to Aberdeen, to call at Willesden and Preston, was due to arrive at Carlisle at 2.30 a.m., Perth 5.52, and Aberdeen at 8.5 a.m. The North arrivals had previously been—Perth 6.30, Aberdeen 8.45 a.m.

In the same month a new service of trains was put into operation from Macclesfield over the Churnet Valley to and from Rugby, serving Leek, Uttoxeter, and Burton.

A further service was put in force which had long been pressed for by residents at Willesden and Kensington, and which the strong Sabbatarianism of the late Chairman had from time to time refused, *viz.*, the running of a service of trains between Willesden Junction and Kensington. A single engine and train was utilised for the purpose, and for the first time the residents of Kensington had the opportunity on the Sunday of a train service in connection with the North London and the North-Western Main Lines.

As the outcome of very numerous meetings—now with Mr. Baines and Mr. Yeld, of the General Post Office, and again with Mr. Beasley, of the Great Western—the General Managers of the Companies arranged with the Post Office that the Severn Tunnel route should be utilised for postal purposes in connection with the great arterial service through to Scotland and the Yorkshire district. Heretofore the route from the West of England had been by transfer at Bristol from the Great Western Line to the Midland, and then

at Birmingham another transfer from the Midland to the North-Western Line, and thence to Stafford or Crewe to join the North mail.

Commencing therefore on 1st April, an additional mail train was run from Plymouth at 4.0, connecting at Bristol with the Severn Tunnel service, which was so timed as to leave Bristol at 7.40, instead of 8.5; and reaching Crewe at 11.35, gave the whole West of England a new postal communication for the North of England, Scotland, and Ireland. The 6.0 p.m. from Swansea, *via* Llandoverly, was also utilised for postal purposes, and brought its increased burden to add to the already over-occupied platform space at Crewe.

In June, the Mersey Railway Company intimated their intention to open the extension from Birkenhead to the joint station at Rock Ferry, and the latter station became gradually a busy junction for them, with some through vehicles from and to Chester.

**Luncheon Cars
run by 2.0 p.m.
Up and Down
Scotch Trains,
London and
Glasgow.**

In July, a new departure was made in facilities for Scotch traffic, and by the 2.0 p.m. from Glasgow, and the corresponding down 2.0 p.m. from Euston, Luncheon and Dining Cars are announced. Luncheon was served immediately on departure, and dinner *en route*, about 6.30 p.m.

The train was due as under :—

	p.m.		p.m.
London dep.	2 0	Glasgow dep.	2 0
Glasgow arr.	11 0	Edinburgh „	2 0
Edinburgh „	10 55	London arr.	10 50
Perth „	12 10		

During this year the **connection by rail across Dublin** from Kingstown was first brought into operation. Previously, and throughout the year 1890, the notice as to transit beyond Dublin in connection with the night mail from London had run thus :—

**Through Trains
run between
Kingstown and
Amiens Street
Terminus
for Belfast,
1st June, 1891.**

The Postmaster has sanctioned a passenger carriage being attached to the train conveying the morning mails from Kingstown to Dublin; and through booked passengers with small quantities of luggage wishing to proceed by mail trains from Amiens Street, Kingsbridge, and Broadstone Stations may travel in this carriage from Kingstown, provided the mails are not delayed. Passengers must point out their luggage to the guard at Holyhead.

This had given the through passengers beyond Dublin a better chance of securing their onward journey, as, instead of waiting for the passenger train serving the Dublin passengers, they were privileged to accompany the mails to Westland Row terminus, and had an equal opportunity with the mails themselves of securing the outgoing mail trains into the provinces of Ireland.

On 1st June, however, this notice is supplemented by one in which the passengers for Belfast and stations on the Great Northern of Ireland are informed that :—

Through lavatory carriages of the most improved description, lighted by electricity, are now run to and from Carlisle Pier, Kingstown, in connection with the Great Northern of Ireland Company's limited mail trains, so that passengers holding first and second class tickets for the Great Northern Railway can avoid all the expense and inconvenience of a journey through the streets of Dublin.

And thenceforward the Table of the Great Northern of Ireland shews the arrivals at Kingstown Pier, the departures thence with the arrivals at Amiens Street Station and the train running to Drogheda, Dundalk Junction, and Belfast.

Belfast and its services both for passengers and for mails occupied the Postal Departments and our own to a considerable extent about this time. No sooner was any mail acceleration attempted *via* Dublin than the energetic Manager of the Belfast and Northern Counties, interested in the Larne and Stranraer route, would agitate for corresponding improvements on his side.

August saw the announcement that a special train will leave Kingstown Pier for Amiens Street immediately on arrival of the Mail Packet from Holyhead; and that the mail will start from Dublin at 6.45 a.m., instead of 7.25, and will be due to reach Belfast at 9.30 a.m.

In order to keep up a service for the 3rd class and North Wall traffic, the London and North-Western Company's steamer leaving Holyhead at 2.0 a.m. was accelerated to reach North Wall at 6.0 a.m., and a train announced as running thence at 6.15 a.m. to Amiens Street to join the new 6.45 a.m. for Belfast, etc. The return Belfast Mail train started at 4.0 p.m. instead of 3.30., Special trains being run from Amiens Street terminus both to Kingstown to connect with the up night mail sailing, and to North Wall, where the London and North-Western steamer was appointed to leave at 7.10 instead of 7.0 to await the Great Northern connecting train.

In September the Stranraer route was enabled to announce the departure from London at 8.0 p.m., with an arrival at Belfast at 9.10 a.m., and in the opposite direction a departure from Belfast as late as 5.0 p.m., reaching London 7.20 a.m.

Mr. Houghton's elevation to the position of Secretary to the Company caused him to resign his post as one of the Company's representatives in the management of **the insurance and provident societies**, which he had occupied since its commencement. Mr. Woodhouse had been succeeded by Mr. Footner, in December, 1887. Mr. Houghton was succeeded by Mr. Fewkes.

Mr. Houghton had been elected Annual Chairman five times during his twenty years of service, 1871 to 1891.

Mr. Woodhouse had been elected Chairman three times during his sixteen years, 1871 to 1887; and it fell to my lot to be elected no less than seven times while I was on the Committee of Management, 1871 to 1895.

The society established originally as an Accident Insurance Fund, in October, 1871, had an affiliated society providing for sickness, established in 1874, and this was supplemented in 1883 by a pension fund, originated much to the benefit of the men who, through old age or incapacity or illness, had to resign their posts.

The two latter societies were united in January 1889, and the monthly meetings were marked by most friendly relations throughout, between men and officers. If any friction arose it was to a very slight extent along the line, and was heard of at the full Annual Meeting of Delegates. It was chiefly confined to the disaffected influence of a few "Amalgamated Society" agitators, whose proposals were generally directed to the abrogation of the cardinal rule of the societies that the regulations and amendments must be approved by the Directors before they could be acted on. The common-sense of the men at the General Meetings failed to be attracted from the even tenor of their course by any specious arguments; they were conscious that the Directors had never stopped any beneficial propositions, and rightly considered they were safe in their hands.

Mr. Burlinson proved a most regular Chairman of Superintendents at Clearing House Meetings, scarcely being absent from one of the gatherings of the year. Mr. Johnson, who had become Mr. Christison's successor as Superintendent of the North Eastern Line, was hardly ever present, and was an unknown man to most of the members. Mr. Ernest generally acted as his representative.

Mr. John Welburn was appointed Mr. Johnson's successor at the January meeting.

The discussion as to the colours of signals, introduced by Mr. Mugliston in the previous year, urging red as "danger" signal, green as "all right," and totally abrogating white signals except as back lights, was dealt with early in the year, and was referred to the rules and regulations sub-committee: the references kept on enlarging, the accident at Norton Fitzwarren bringing under review questions in detail as to carrying out the task of apprising the signalmen of the occupancy of the line, and of giving some "reminder" automatically. The sub-committee do not appear to have dealt very expeditiously with the points, as it was not until the end of the subsequent year, 1892, under Mr. Mugliston's presidency, that the report was concluded, nor did the new rules become finally adopted till February, 1893.

1891. Proposals for advancing Excursion Fares, abandoning 1st class by excursions, and endeavouring to get rid of some very cheap trip quotations occupied much time early in the season, with the usual result; one or two

of the companies declining to risk the loss of some cherished, low priced traffic, so the mountain in labour produced a ridiculous mouse !

The Board of Trade through Mr. Courtenay Boyle having called attention to the frequency of accidents through trains entering terminals at too great speed, urging some change in the regulations, the subject was discussed very fully and very carefully, with the result that the superintendents considered the observation of the existing Regulation (293) amply sufficient to ensure safety of trains in entering terminal stations.

The death of Mr. Maddock, superintendent of the Lancashire and Yorkshire Railway, was reported on 24th February, and a sympathetic minute passed. He was succeeded by Mr. C. J. Nicholson, whose name first appears on the record in that position on 25th March, at Liverpool.

At the same meeting the troubled question as to the diversity of brakes, Westinghouse and Vacuum, came under review at the instance of Mr. Kempt. The position of the Companies which may have different descriptions of brakes in operation on their systems after the order of the Board of Trade, under the Railway Regulations Act, 1889, comes into operation, was discussed; and it was agreed that each company consider for itself what proportion of their vehicles, passenger carriages, horse boxes, carriage or fish trucks should be fitted up either with brakes or pipes as the case may be, so as to enable them to be run through over the lines of companies whose vehicles are not fitted up with the same brake, and that the necessary work be proceeded with without delay. Such a minute trenchd very much on the General Managers' domain, but I hope they forgave the Superintendents' interference; the matter was looming in the near future, and touched the Superintendents' duties and difficulties more closely than the General Managers !

At the same meeting a proposal for tourist tickets from Paris to Edinburgh and Glasgow, available in common by any of the routes North of London the holders might select, was discussed; and ultimately through the good offices of M. Sire, of the Northern of France, this boon for Continental travellers was agreed to, it being delegated to myself, Mr. Cockshott, and Mr. Mugliston to arrange the necessary form of Coupon.

The Autumn meeting was held at Dunkeld where Mr. Turnbull attended on my behalf, and Mr. Alexander acted for Mr. Cockshott.

At this meeting Mr. Sykes system of lock and block was submitted, being ultimately referred to the sub-committee, dealing with rules and regulations.

A Joint Meeting of Superintendents and Goods Managers at the same place discussed the charges to be adopted for a new traffic in the shape of special trains for the conveyance of Buffalo Bill's Wild West Establishment, consisting of 150 to 175 passengers, 140 horses, 20 buffaloes, 50 tons of materials. This establishment ultimately formed an attractive portion of the International Horticultural

**Buffalo Bill's
Establishment.**

Exhibition, held at Earls Court in the succeeding year. Mr. Mugliston was elected Chairman of the Superintendents for the year 1892.

1892. The lines near Roade had, at the close of 1891, been giving the Engineers some anxiety, as the soil above the rock cutting had shewn considerable instability; the water contained in it (however beautiful the resulting icicles, in massive stalactite form, might appear in winter), rendering the superincumbent mass very troublesome and insecure. Temporary measures proving ineffectual, Mr. Stevenson decided to close the two new lines while the top surface on the east side of the line was reduced, and a supporting series of girders introduced to guard against future mischief. The traffic between Roade and Northampton was accordingly stopped altogether, and for upwards of three months—February, March, and April—the old route *via* Blisworth was reverted to for running the trains to and from Northampton.

If water was the cause of trouble in this direction, fire was responsible for the unsettlement of the trains in the Yorkshire district, though the unsettlement was not of so long continuance. On 13th January some petroleum or similar combustible articles in one of the extensive series of arches on which Leeds New Station was constructed took fire, and the intense heat not only caused the buckling and fall of the iron girders carrying portions of the line over the canal and river at that point, but also, by calcining the limestone of which the arches had been built, completely stopped the lines used for through traffic. A temporary time table had to be adopted, and the Express trains for the North-Eastern Line conveyed, *via* Normanton, in the interim. By March the train service was fully reinstated.

The time-tables for March contained an announcement in connection with the Chester and Holyhead district which had been strenuously objected to by the late Chairman. It was to the effect that the intermediate 3rd Class fares, about $1\frac{1}{4}$ d. per mile, in force on this portion of the system would no longer be charged, but ordinary Parliamentary fares, 1d. per mile, would be adopted by all trains. This decision was the outcome of a Special Committee's consideration both of Mr. Beavis's annual attacks on the inadvisability of continuing 2nd class bookings and of the action of surrounding Companies in abandoning them.

In January, a branch line between Mold and Coed Talon, which had existed for some time as a mineral line only, was utilised for Passenger traffic. Its extent was considered to be fully met by running two trains each way daily.

At Easter the enlarged station at Llandudno was brought into use, the accommodation for visitors to that attractive watering-place having been sadly below the required standard. On 1st June a new station called Sefton Park was opened on the quadrupled lines near Liverpool. And on 1st August, in obedience to an oft urged

**Roade
Cutting.**

**Fire at
Leeds
New Station.**

**Intermediate
3rd Class Fares
abandoned on
Chester and
Holyhead
system,
March, 1892.**

**New
Stations,
1892.**

request, Wormwood Scrubbs Station became "St. Quintin's Park and Wormwood Scrubbs."

In July another step forward in completing the Kingstown and Kingsbridge through service was made. The exaggerated difficulties that had been made as to the practicability of working traffic through "Newcomen Junction" had been shewn to be imaginary ones; and a regular service of through carriages in connection with the night Mail, up and down, was inaugurated, leaving Kingstown Pier 6.17 a.m., reaching Kingsbridge 6.47 a.m., returning from Kingsbridge at 6.20 p.m., and arriving at Kingstown Pier in ample time for the Mail sailing at 7.15 p.m.; and through passengers by the Great Southern and Western route are notified that they can now avoid all the expense and inconvenience of a journey through the streets of Dublin.

This year was memorable in Railway Annals as bringing to an end the celebrated "Broad Gauge;" and it happened that on the 20th May, on going down to Windsor in readiness for the Queen's journey to Scotland, on my arrival at Paddington, I was eye-witness to a memorable scene on the departure of the 5.0 p.m. train from Paddington to the West of England. It was the last broad gauge train that ran out of London, and as it reached its destination it closed the long record of the Great Western Brunel Gauge service in the West. The way in which the retreat of the broad gauge stock was managed on the morrow, when the lines were being narrowed and no possibility would exist for the transit of such vehicles, is a study in railway working, and required a splendid organisation and scheming, on the part of the Superintendent's Department to keep the traffic going, to make sure of the safe retirement of all the broad gauge stock to its old home at Swindon; and a most rapid development on the part of the Engineering Department in bringing the rails into position for the narrow gauge service.

The small volume of printed regulations issued by Mr. Burlinson for this final termination of one system and starting of another is a curiosity in its way. Of course the whole change was based on the mode adopted when previous sections of the Great Western had been closed to the broad and opened exclusively to the narrow. In the case of the Birmingham district both broad and narrow had existed, and the taking up of the wider rail was an easy task. In this Exeter and Cornwall district the rails were entirely on the wider gauge, and the change to the narrow was a reconstruction.

The mixed gauge existed from Truro to Penzance. On this, of course, the broad gauge was simply disused, so the task consisted in converting the broad to the narrow gauge between Exeter and Truro and the branches connected. The men to conduct the operation had to be taken to destinations by special broad gauge trains; space being reserved in one compartment of each carriage for their tools. The men amounted to a perfect army, and their

empty vehicles formed the last broad gauge running on the system. Every broad gauge coach had to be swept away to Swindon from branch and main stations; the stock occupied 15 miles of sidings at that central depôt; and narrow gauge vehicles had to be sent down to commence the new system and enable these men, drawn from all parts of the line, to return to their destinations. The last broad gauge train left Paddington on Friday evening, 20th May, for Penzance. On Monday, 23rd May, the Secretary of the Great Western Company announced that "the narrowing of the gauge West of Exeter was completed yesterday, and the ordinary service of passenger trains has been resumed"—a marvellous feat in railway engineering and management.

Euston Station had for some time back shewn, in spite of one or two small extensions, that the outgoing traffic had outgrown the accommodation it afforded. The whole of the trains, whether local or long distance, were taken out by long shunts on arrival, when empty, and either remarshalled or set back into the platform roads on the outgoing side. The plan of starting away for the return journey from the same platform as that at which the train had arrived had never been in force at Euston. As one step towards increasing the accommodation, a new platform, locally known as the "Wooden Platform" (now Nos. 4 and 5) was constructed, there was, unfortunately, no booking office attached to it; it was consequently very remote from the other outgoing platforms, and in a strong craze for economy the same engine which brought in a local train was allotted to work it on return, and this occasioned the backing out of the train, the engine running round the coaches and getting to the other end of it; and so, with the exception of providing two additional arrival roads, the new platform failed to give much satisfaction.

This alteration was only a minor one, however. The main departure platforms had in summer days of heavy traffic become far too short for the lengthened trains. The front carriages often overlapped the end of the platforms—the engines occasionally stood in advance of their starting signals, the leading luggage van being dealt with on the ballast. It was determined to remedy this by a drastic change, and for the purpose of giving the needed platform accommodation part of the space previously occupied by carriage sheds, adjoining the altered Cardington Street, was utilised, and two very long platform lines were introduced.

Unfortunately, these new platforms were separated from the rest of the station, and the approach road for all parcel and traffic vehicles lay between the two portions of the station. The result was very unsatisfactory. There were two Euston Stations—one approached through the noted gateway, the other lying to the left hand on West side. The public notification intimated (1st July, 1892) that "the new West departure platform at Euston is now open, the booking

**Separate
Entrance for
New West
Departure
Platform.**

office being at the corner of Drummond Street and Cardington Street." The following six trains were appointed to start from the new platforms :—

10.40 Tourist train for Shrewsbury, the Cambrian Line, North Wales, and Windermere.

10.55 Tourist train, Special express for North Wales (July 18th to August 31st), Shrewsbury, the Cambrian Line, North Staffordshire.

1.30 Mail for Birmingham, Chester, and North Wales.

2.45 for Bletchley, Oxford, Cambridge, Rugby, Coventry, Birmingham, and the Trent Valley Line.

7.0 for Bletchley, Northampton, and Birmingham.

8.20 Night Irish Mail.

No sooner was the arrangement in force than it was seen what a difficulty was created by this separation of platforms. Unfortunately the mischief had been done ; it remained for the officers to make the best of it and tackle the difficulty. A division had to be made of the cab traffic entering the station from the Euston Road. In the first place the drivers were instructed no longer to enter the station under the great Portico or "Propylæum," but by the Post Office at the former exit gate on the opposite side of the station yard, to set down their passengers at the station entrance, "wrong handed," as the drivers from their boxes would say, and to go out from the station under the arch. This change in itself was a difficulty. The former notice Carriages "Out" had become "In," the Yard in itself being reduced in extent of vehicular accommodation. Nor was this all, men had to be placed opposite the west wing entrance of the hotel to ascertain hurriedly the intended destination from the driver or the occupants of approaching cabs, the former frequently neither knew nor cared ; the latter would not understand the object of the enquiry, which of course was to enable the driver to be directed either to drive through the entrance straight in front, if for other than the six trains named ; or, if destined for any one of them, then the driver had to be told to take the route to the left and deposit his load at the new entrance to the new and separate West side departure.

One of the Directors, who had taken a great interest in extending the terminal facilities of Euston, Mr. O. L. Stephen, was grievously disappointed at the result. "You have turned Euston into a Waterloo" was his keen criticism—the complications of the outgoing arrangements of the South-Western Line being proverbial.

It was not a success : the two yards for cab arrivals were separated from each other, any error in the point of arrival entailed driving out again and making the other entry, trains were lost, tempers tried, and a bad name became attached to a station heretofore considered a model one ! Complaints were frequent in the papers, and our own Directors added their share.

The two cab entrances were separated by a broad cartway leading to the

parcels offices, and this department, together with the milk traffic carts, were the only parties benefitted. The Manager, now become Sir George Findlay, returned from his holiday late in the autumn, and at once took steps to remedy as far as possible the difficulties that had arisen.

The additional platform in the arrival side was to be disused for out-going trains, and a new classification of trains using the West departure platform adopted; accordingly, on 1st December, the Time Tables stated that commencing with that date all the local trains for Harrow, Watford, and beyond, including those running at forty minutes past the hour, would start from the Main departure platform.

The trains appointed to leave the new West Departure Station were specially marked A in the Time Table, and consisted of the following seven, principally for Liverpool :—

10.10 for Liverpool and Manchester.

12.10 for Liverpool and Birkenhead.

2.10 for Liverpool, Southport, Fleetwood, and Birmingham.

2.45 for Birmingham, Stafford, and Trent Valley.

4.10 for Liverpool, Shrewsbury, Welshpool, and Bangor.

7.0 for Birmingham and Wolverhampton.

8.20 Irish Mail.

In the previous year the journey of the Duke of Clarence and Avondale had been a part of my care. This year, early, a more melancholy duty attached to the London and North-Western Railway respecting **Funeral of Duke of Clarence and Avondale.** His Royal Highness—the funeral train conveying not only his remains, but the sorrowing relatives, passed from Wolferton to Windsor, and in so doing traversed a small portion of line belonging to the North London, the North-Western, and the South-Western system to its melancholy terminus. The Great Eastern Company's train running from Wolferton was appointed to stop at Stratford at 1.55, and from that point the officers of the Companies affected joined the funeral train. There were present at Stratford Lord Claude Hamilton, Mr. Birt, Mr. Nettleship, and Mr. Dunn. It was a sad sight to see the Prince and Princess of Wales alight from the train at Windsor, and to watch the removal of the coffin. The South-Western Company's station offices were most tastefully hung in mourning; and in attendance to receive the train and the Royal Family were Colonel Campbell, Mr. Portal, and Mr. Govett.

The other journeys of Royalty were, so far as the London and North-Western was concerned, and my individual duty affected, the following :—

Opening of Preston Corporation Docks.

Early in June we had one or two meetings with Mr. Hamer, the Town Clerk of Preston, relative to the ceremonial attendant on the opening of the Docks on the Ribble, which had been taken in hand and largely increased in extent by the Corporation

of Preston. His Royal Highness the Duke of Edinburgh had promised to attend the opening ceremony, and he travelled on Friday, 24th July, from Euston, at 2.0 p.m. to Preston, accompanied by Lord Lathom, Colonel Colville, and others. The Park Hotel, at Preston, was full that night with the Mayors and Mayoresses invited to the morrow's celebration. Mr. Armytage, chairman of the Lancashire and Yorkshire Line, was one of my companions of the evening.

The departure of the Mayors in the morning was quite a remarkable sight. The Duke declared the Dock opened, and then the whole party adjourned to the Town Hall, where a banquet awaited us at 1.0. The proceedings were but brief, so far as Royalty was concerned, for at 2.40 the Duke's train left, and I accompanied it up to London.

The Prince of Wales visited Aylesbury again at the end of October, and I met His Royal Highness on his return on 22nd. On 25th I had the honour of paying similar attention to the Princess of Wales, who, with Admiral Stevenson in attendance, had made an *incognito* journey to Buckingham.

The Coast of North Wales was again the site favoured by the Lord Mayor of London for a summer visit; and Rhyl was the selected spot.

**Lord Mayor of
London
visits
North Wales.**

His Lordship left Euston at 10.10, my son, Mr. Ernest Neele, Assistant Superintendent of the Chester and Holyhead District being introduced by me to him on starting. His Lordship was under the guiding care of Sir John Puleston, and visited

Llandudno, Bangor, and Carnarvon in his journeyings.

The noted pianist, Paderewski, started from London on one of his provincial tours at the close of the year. An unexpected request was made

Paderewski.

by his agent, viz., that the saloon in which he travelled should be provided with a piano for his use. So far, as I am aware, this was the first occasion in this country where such a fanciful request had been gratified. We had frequently conveyed Adelina Patti. Justly careful of her voice, her requests were limited to attention in excluding draughts from the carriage.

My American railway friends were good enough to ask me to give my ideas as to the best form of terminal accommodation for the forthcoming

**Plans
for
Chicago
Exhibition.**

Grand Centennial Show at Chicago, whether "butt-end" platforms or circular platform lines avoiding all change of engines (a plan which had been adopted at the Philadelphia Exhibition in 1880) were to be preferred. I acknowledged the compliment, and in my reply could only explain that in the absence of information as to the extent of the probable traffic, its division into long distance passengers, and short-date visitors, it was impossible to lay down any precise recommendation on the subject, and advising the Committee to consult with those officers who had practical experience of the two systems at Philadelphia.

A very serious accident on Easter Monday, at Hampstead Heath Station, proved a gloomy introduction to the excursion traffic of the year. Hampstead

**Accident
at
Hampstead
Heath,
Easter, 1892.**

Heath had always been the great gathering ground for Cockney holiday makers at Easter and Whitsuntide, and remarkable freedom from accident in dealing with the rough element of 'Arrys and 'Arrietts had hitherto been experienced. On this occasion, 18th April, about 6 o'clock in the evening, a threatening storm led large numbers to leave the heath and to hurry to the station for shelter or for their return trains. A rush was made for the building; the covered portion of the City Platform and the one narrow staircase leading down to it became dangerously crowded. A vast stream of people poured down the stairs. At the foot of the stairs, blocking up part of the outgoing space, stood the ticket collector's box, 22-inch wide, 4-feet 6-inch long, leaving, unfortunately, only 3-feet 6-inch as a clear passage. From some obstruction at the foot of the stairs, while this crowd was surging downwards, this narrow passage became blocked more and more by a mass of people, becoming so tightly wedged together that they could not move forward, and could not for some time be dragged out even by main force. Some were pressed to death while standing up, and one, a boy, whose head was forced through the window of the collector's box, was strangled. The poor boy is thought to have been the first sufferer, and after being forced into a position from which it was impossible to release him, someone must have tripped up and fallen in the narrow place. The crush became overwhelming; people behind not knowing what had happened, continued to press down; the crowd on the platform hearing the smashing of glass and the outcry at the foot of the stairs, pressed back to see what was the matter. This crowding rendered the work of extrication very difficult, until by action taken at the top, the stairs were partially cleared, and the downward pressure relieved. The whole of this terrible tragedy was enacted in less than ten minutes. Altogether eight passengers lost their lives by suffocation, and twenty-two were returned as injured.

This serious accident led to the London County Council sending a special visiting committee to look to the other stations in the Metropolis, but the railway companies somewhat resented the interference of this new authority; they had already to listen to the requirements of the Board of Trade on such questions.

The Company lost no time in arranging additional entrances and enlarged excursion platforms, putting the work in hand so promptly that all was in readiness for Whitsuntide.

If the accident at Hampstead Heath left its impress on the station in the improvement of the accommodation, a serious collision at Derby Junction, near Birmingham, on 27th May, gave rise to very extensive changes in the lines at that place; changes carried out with very bold execution and in no niggardly spirit. Close to this junction the Midland Line from Gloucester comes upon the London and North-Western Main Line on the left-hand side,

**Accident at
Derby Junction
near
Birmingham.
27th May, 1892.**

and the Midland Line from Derby on the right. On the occasion in question, as the 2.10 p.m. express from Euston to Birmingham was running in conformity with the "all right" signal shewn to the driver, he suddenly perceived that the 3.45 p.m. from Derby to Birmingham was coming at speed close alongside; the two trains came into violent collision at the fouling point of the two down lines, both trains running about thirty miles per hour. The Midland train was slightly in advance; the right hand leading end of the North-Western engine struck the left side of a loaded horse-box next to the Midland tender, driving it forward and crushing it up. The Midland engine and tender broke away from the train and ran forward 200 yards; the whole Midland train, except the rear van, was thrown off the rails to the right; the whole London and North-Western train, except the rear van, was thrown off the line to the left; the engine, "Hardwick," with its tender and the front van, running for twenty yards alongside the parapet wall of the Lawley Street Viaduct, breaking down the parapet, and then falling over into a stable twenty-nine feet below. The North-Western driver and fireman were both seriously injured; the guard was killed. A groom riding in the Midland horse-box was also killed. No less than sixty-six passengers (twenty-four in the Midland train and forty-two in the North-Western) were injured, some seriously.

The signals were properly interlocked and the block system in operation. Major Marindin placed the blame on the Midland driver, who, though he had been cautioned at a previous signal box that "the junction was blocked, though the section was clear," appears to have been negligent in observing the junction signal owing to the curve in approaching the junction. The home signals of the two lines cross each other when first sighted, and up to 279 yards inside the distant signal, and this, in all probability, led to the fatal error. The accident, no doubt, accelerated the proposed widening on behalf of the two Companies of the lines into Birmingham, and the scheme Mr. Stevenson submitted for improving the junction was characterised by his usual thoroughness. The Midland Line from Derby was arranged to be carried under the North-Western Line, gradually rising to a level with the Midland-Gloucester Line, and so to leave the North-Western Main Line free from the Midland traffic, and to provide two separate up and two separate down lines between the new Gloucester Junction and the Proof House. The final quadruple extension into New Street is referred to as carried out in 1894.

The engine "Hardwick" just mentioned, was noted, subsequently, as the locomotive that made the best run between Crewe and Carlisle during the Scotch race in 1895, covering the distance on 22nd August in 2 hours 6 minutes, an average speed of 67·2 miles per hour.

1892. On the 25th July the entire train of the London and North-Western Company, which had left Nottingham at 1.53 p.m., ran off the road and down

**Accident at
Melton
Mowbray,
25th July, 1892.** an embankment at Melton Mowbray. The occurrence took place about 640 yards north of the station. The road at that place was being re-sleepered and slightly slewed to improve the curve; the speed at which the train approached must have been beyond the proper limit, as the whole train, engine, tender, and eight carriages, first turned to the inside of the curve, then swerved to the left, and tearing up fifty yards of permanent way ran over the edge of the embankment, twenty-one feet in height, and became a total wreck. The driver and the fireman were killed on the spot, and so was one of the passengers—a newspaper boy. The work of re-sleepering and “slewing” was being done under the regulations of the Great Northern Company, whose control extended to the north of Melton Mowbray Station, but no flagman was in attendance and no caution signal exhibited.

Major Marindin, in his original report, stated that he could not acquit the unfortunate driver from blame for not observing the “slackening notice,” which had intimated that work would be in hand at that point; but, afterwards, in view of the evidence given by Mr. Cockshott at the inquest, who contended that the driver was not in fault for not having reduced his speed in the absence of some indication to him that the work upon the line had been actually commenced, the Major made a special report to the Board of Trade, withdrawing the censure on the unfortunate driver, and again repeated his recommendation that Rule 323 should be amended by introducing “slewing” as one of the operations requiring flags to be exhibited equally with “lifting the road.”

**Rules for
Automatic
Brake
working.** Once more the Rules for working the Automatic Brake, now fortunately adopted as the brake of the Company, had to be revised, and with Mr. Park, Mr. Whale, Mr. Mumford, and Mr. Turnbull, we put into shape that which we hoped might be the final formula; these rules placed the responsibility for the application of the brake on the driver, with whom it should have rested from the first. Copies of these Rules had to be furnished to the Board of Trade half-yearly; they shew a gradual advance in the vacuum pressure from fifteen to seventeen, and subsequently to at least eighteen and not more than twenty in the rear van. The vans were furnished with two gauges, one shewing amount of vacuum in the train pipe, the other the amount of vacuum in the reservoir of the brake van. The sole bars of the carriages were supplied with quadrants marked “automatic,” “simple,” “release,” and “cut-off,” and the instructions to the staff guided their actions respecting each. While this step towards safety with reference to brake power was being dealt with effectively, the block regulations were also under consideration. Every one of the signal boxes had at the foot of its sheet of block rules the special directions applicable to its signalling to the boxes right and left. The rules were explained individually to the signalmen by the specially appointed District Inspectors. They were revised by the

District Superintendents, and finally sent up for my approval and initial. Every possible precaution that forethought on the one hand, and experience on the other could devise, were embodied in these instructions, and year by year the out-door staff of my office were told off in varying order to visit each box, and personally to ensure that the men engaged in each were cognisant of their duty, and were up to the mark.

Return shewing The progressive change from chain break to simple vacuum, and at last to automatic vacuum, is shewn in a striking manner
Progress of by the returns issued periodically to and by the Board of Trade
Brake
Appliances. by the returns issued periodically to and by the Board of Trade
 1836-1892. to Parliament :—

Half-year ending.	CLARKE AND WEBB CHAIN BRAKE.			SIMPLE VACUUM.				AUTOMATIC VACUUM.			
	Engines fitted to work Brake.	Vehicles fitted with Brakes.	Vehicles with chains only.	Engines fitted with Brake.	Engines fitted to work Brakes.	Vehicles fitted with Brakes.	Vehicles fitted with Pipes.	Engines fitted with Brakes.	Engines fitted to work Brakes.	Vehicles fitted with Brakes.	Vehicles fitted with Pipes.
1886											
Dec. 31 ... 1887	668	1466	53	—	835	3580	1297	—	Nil	Nil	—
June 30 ... 1887	663	1325	30	—	921	3826	1272	—	Nil	Nil	—
Dec. 31 ... 1888	662	1031	10	—	842	3423	1325	—	126	738	—
June 30 ... 1888	672	992	6	—	497	3151	1276	—	553	1178	—
Dec. 31 ... 1889	667	932	4	—	255	2642	1250	—	835	1875	—
June 30 ... 1889	680	844	4	—	131	2278	1204	—	991	2459	—
Dec. 31 ... 1890	677	790	4	—	53	1825	1189	—	1096	3013	—
June 30 ... 1890	681	724	4	—	18	1145	1170	—	1162	3873	—
Dec. 31 ... 1891	693	620	4	—	12	563	1095	—	1207	4780	—
June 30 ... 1891	710	459	1	—	10	131	1071	234	1251	5539	—
Dec. 31 ... 1892	—	225	—	—	9	40	—	718	1130	5948	989
June 30 ... 1892	—	15	—	—	7	—	—	975	355	6587	732

1892. The Meetings of the Railway Superintendents at the Clearing House during the year, in addition to the usual flow of competitive arrangements for the attractions of the year, which continued at high water mark, for there were no fewer than one hundred and forty-one events dealt with at the spring meeting at Leamington, were unusually numerous. First through committees appointed to revise the whole Railway Clearing House Coaching Arrangements Book, and then through Joint Committees of Superintendents and Goods Managers revising the proceedings of the successive meetings of the Rate Clerks, all dealing with questions brought about by the passing of the Railway and Canal Traffic Act,

R. C. H.
Superintendent's
Meetings,
 1892.

affecting rates for milk, fish, game, wild animals ; whether rates should be only at Companies risk or whether there should be a reduced set at owners' risk in addition to that at Company's risk ; the form to be adopted for consignments, the signing of Risk Notes by senders ; a new form for public use of Rate Book for perishable merchandise by passenger train, with elaborate mileage calculations of these rates with terminals at both ends, with terminals at one end only, and without terminals. Commencing on 16th February, 1892, these meetings of the Rate Clerks lasted all through 1892 and extended into 1893, and they certainly well deserved the vote of thanks given them by the Superintendents at Ayr, at the Autumn Meeting in 1893, as follows :—

Mr. Mugliston having submitted a report from Mr. Jackson, Chairman of the Meetings of Rates Clerks, appointed to revise the rates for the conveyance of Perishable Merchandise by Passenger Train, and other rates affected by the Orders Confirmation Acts, that such revision was now completed, the Conference desired to place on record their appreciation of the satisfactory manner in which the Rates Clerks have carried out the work entrusted to them.

The public notices as to these revisions had also to be settled, and dates fixed for the operation of the new scales ; the honorary solicitors sending in their recommendations to the General Managers who in turn sent them forward to us.

The necessity for obtaining the senders signature to the Risk Notes was very strongly emphasised by a law case which the Great Northern Superintendent reported as to some twenty pigeons sent on return from a show in Yorkshire, at Heckmondwike, to a station on the London, Chatham, and Dover Railway, *via* King's Cross. On arrival at King's Cross in the van were certain hampers of pigeons marked "to let fly." The parcels porter who dealt with the van, through some misunderstanding, treated the instructions to let fly as applying to the whole of the pigeons in the van, and liberated the show birds !

The booking clerk had, unfortunately, omitted to get a signature to the Contract Ticket, which would have limited the Company's liability. Mr. Peed, the owner of fourteen of the birds, claimed £490. Mr. Guntrip, who owned the remaining six, claimed £120. The Railway Company consulted the best authorities as to the real value of the birds. Mr. Peed's birds had gained eighty-nine prizes, and Mr. Guntrips had also been prize winners. The jury awarded Mr. Peed £350—a rather sharp lesson for neglect of a booking clerk—and Mr. Guntrip's claim was settled for £45 and costs, the Company returning him two of his birds which they had recovered. This obtaining of signatures in such cases was one of the points I always pressed on the Station Masters when examining them prior to "passing them" as certified.

The revision of the Rules mentioned as originating with Mr. Burlinson's suggestions, *re* Norton Fitzwarren accident, continued throughout 1891 and

**Revision of
Standard
Rule Book.** 1892; the rules adopted defined more closely when front guards, rear guards, or firemen were to undertake the duty respectively when shunting, or crossing, or backing at junctions, etc., of going to the Signal Box and acting as a "reminder" to the man on duty. In addition the use of mechanical or other appliances were referred to as requiring the Signaller's prompt attention, but, the schemes submitted were too crude to enable anything more definite to be recommended.

A new paragraph was added to Regulation 181a, to meet cases that had occurred of vehicles left inadvertently on the line while shunting across it:—

When it is necessary to shunt vehicles on the main line and such vehicles have no break van in the rear, the guard or shunter must satisfy himself that in the shunting operations none of the vehicles have become detached, and are left upon the main line.

Another new rule in Block working was introduced, a safeguard against possible fouling of opposite line through accident:—

169a. Should a train which has been telegraphed as having entered a Block section not arrive within a reasonable time, the signaller must stop the first train in the opposite direction and inform the driver the reason, warning him to proceed cautiously.

It was decided at the meeting of 25th October, 1892, to recommend that the amended Rules should be adopted on and after 1st February, 1893, but at the same meeting a letter from the Board of Trade as to the use of the "warning" signal at junctions was read, as well as a communication from Mr. Cockshott as to the verdict of the jury at the recent accident at Melton Mowbray; the result being a further postponement of the final settlement of the Rules, and further recommendations for future considerations in January of the New Year.

The changes among the Superintendents for 1892, commenced by the intimation of the death of Mr. Cockburn, who had in turn represented the South-Eastern and the Chatham Line; his death took place at Adelaide, New South Wales, while on a voyage in search of health and change of scene. A vote of sympathy and condolence was passed at the January Conference to his family. It was not till the October Meeting that Mr. William Forbes was gazetted as his successor among the Superintendents.

**R. G. H.
—
Changes in
Railway
Officers,
1892.**

In January, Mr. R. A. Read had been notified as the official successor to Mr. Aslett, for the Eastern and Midland Line; at the same time, Mr. Beasley, of the Great Western Company, became Manager of the Taff Vale, succeeding Mr. Hurman on the roll of Superintendents.

In April, Mr. Bullock appears, *vice* Mr. Chalk, as Superintendent of the Tilbury Line, and in July, Mr. S. Fay is recorded as the representative of the Midland and South Western Joint Line at the Conference.

CHAPTER XV. 1893—1895.

Westinghouse and Vacuum Brakes—White Signal abrogated—Block Telegraph “terms” agreed—Platelayers regulations—Explosives—Death of Mr. McLaren—Resignation of Admiral Dent—Death of Sir G. Findlay—Mr. Harrison appointed General Manager—Acceleration to Aberdeen—Corridor Train for Scotland—Inman Line removal to Southampton—Hull and York through service established—“Campania” Trial Trip—World’s Fair, Chicago—Accident at Poulton—Prince and Princess of Wales at Bangor and Rhyl—Complaints of Liverpool accommodation for Atlantic Sailings—Improvements at Birmingham and Willesden Junction—Chelford Accident—Dining Saloons—Luncheon Car by Irish Mail—Race to Aberdeen—Riverside Station—International Railway Congress—Deaths of J. N. Brown, Woodhouse, Grew—Resignation of my position on London and North-Western Railway—Complimentary Minutes—London and North-Western Directors—Statistics—Presentations and Farewell Addresses—Subsequent Completion of New Standard Rule Book and Uniform Train Telegraph Codes—Clearing House Superintendents.

THROUGHOUT 1893, under the Presidency, for the year, of Mr. Nettle-
ship, Superintendent of the Great Eastern Railway, the requirements
of the Board of Trade, under the operation of the Regulation
of Railways Act, 1889, affecting questions as to the proportion
of brakes in a train to its whole number of vehicles; the running
of vehicles not fitted with a brake suitable for other than the owning
line; the rules for working “mixed” trains, partly goods wagons and
partly passenger vehicles; the regulations for giving “Line Clear,” and
Junction working generally, kept the Superintendents, in conference, very busy.

**R.Q.H. Superin-
tendent's
Meetings.**

1893. In January, the Superintendents, feeling how pressing was the
question of the difficulty that had arisen in the transfer of vehicles between the
lines of Companies whose standard Brakes do not correspond,
passed a further minute, recommending that each Company
should have a sufficient proportion of their coaching stock,
fitted up with Dual Pipes or Dual Brakes, as the case may be, to
meet the difficulty of exchange. Seeing that uniformity appeared impossible,
it was fortunate that the systems that held the field were brought down to two;
the one was the Vacuum, with the larger pipe, the other, the Westinghouse,
with the narrower connection. The Carriage Builders and Engineers, together,
had cleverly schemed the cylinders, so that the action of either description
of brake, actuated the blocks.

**Dual Pipes
and**

**Dual Brakes
recommended.**

The abrogation of the white light as a signal came under review also,
early in the year, and by a majority, it was agreed to recommend the adoption
of Red and Green only as Signals, as follows:—

**Abrogation
of White Light
as a Signal,
agreed to
27th July, 1893.**

(a) That the white light as a fixed Signal be dispensed with, and that
Red and Green lights only be used as Drivers’ Signals—Red being the
“danger,” and Green the “all right;” and that when a White light is
shewn on a fixed post where a Red or Green light should be seen, it be
considered a Danger Signal, and treated accordingly.

(b) That the use of the Green back light, to indicate to the Signaller that the
Signal obeys the lever, be discontinued, to prevent the possibility of a Driver mistaking this
back light as a Signal for him to proceed; and that all signals the position of which is
danger, be arranged to shew a White back light to the Signaller when “at danger,” and
either a Purple light or a Masked light, when at “all right.”

The General Managers, on the 27th July, 1893, adopted this recommendation, with the qualification that the arrangement be "put into operation as opportunity offers," and it was notified to the Superintendents on October 25th. This simplification of signalling has won its way to general adoption throughout the Kingdom, and is incorporated in the Standard Rule Book.

The Electric Tablet and Electric Staff Rules were finally collated, and agreed for adoption at a Special Meeting as to Rules and Regulations, held at Preston, on 31st May, and some few other changes in the general Rules for single lines were found necessary, and adopted. It was not until 24th January, 1894, that these Rules were finally accepted; to come into force on 1st June of that year.

1893. The Inspecting Officers of the Board of Trade, through Mr. Courtenay Boyle, raised the question of the Companies giving "Line Clear" by the Block Telegraph for trains to approach Junctions simultaneously, urging, that if the entire withdrawal of the system of "Warning" could not be enforced, then some more restricted use of the Signal should be adopted:—in reply, they were informed that the Companies were minimising, as far as possible, the use of the "Warning" ("Section Clear but Junction blocked") arrangement.

They also urged that the Block Telegraph Regulations, adopted for general use, should be absolutely uniform, not only with regard to the "Line Clear" Signal, but also in all other respects:—in reply, they were assured that, whilst it was felt, owing to the diversity of instruments in use, that great difficulty would be experienced in framing Block telegraph regulations which should be absolutely uniform, a Special Meeting should be called to see how far the existing Rules and the "terms" used by the Companies could be assimilated.

This was done, and a Sub-Committee, consisting of Messrs. Nettleship, Burlinson, Cockshott, Mugliston, and myself, was appointed to consider the question. Returns that were prepared shewed that the "terms" used by the various Companies varied to a slight extent, but that in Block Signals the Companies had made independent departures from the Standard Code, and that as to giving "Line Clear" Signal, there was much variety of practice. The Members of the Committee had in attendance some of the skilled Block Officials:—Mr. Alexander, G.N.R.; Mr. Morris, G.W.R.; Mr. Turnbull, L. & N.-W. R., with Mr. Dawson, Mr. Eaton (in 1903 appointed Superintendent of the Midland), Mr. Goulborn, and Mr. Whittingham, who had aided us in the collection and condensation of the Rules. A considerable advance towards assimilation resulted; a junction diagram was added for

**Electric Tablet
and Electric
Staff Rules
assimilated,
31st May, 1893.**

**Giving "Line
Clear" at
Junctions, as
against the
"Warning"
arrangement.**

**Uniformity in
terms used in
Block
Signalling.**

the guidance of the signalmen; the wording adopted for the Block Rules came as near to uniformity as the diversity of instruments allowed, and so did the list of "terms"; indeed, the only stumbling block was connected with one of the first signals; several of the Companies adopting the words "Be Ready for——," while others, and the Great Western officers were very persistent on the point, used the expression, "Is line Clear for——," and this divergence remained for some months. A further question was raised as to the advisability of issuing a New Edition of the Book of Rules and Regulations, in view of the numerous alterations since 1889, and we named, as a Sub-Committee to go through the Rules, the five assistants, who had aided us in the Block Rules:—Messrs. Alexander, Dawson, Eaton, Whittingham, and Henry Goulborn, the last named being my own trusted representative, whose painstaking carefulness could not well be exceeded.

At the April Conference, model forms of Paper Tickets for single journey, Tourist Excursion and Return Tickets, were submitted and approved—a comment on the previous action of the Conference in the remote year 1857, when all but Card Tickets were objected to. (See page 59).

The accident at Melton Mowbray having called attention to some weak points in the Regulations for Platelayers when slewing, lifting the line, or changing rails, Mr. Cockshott brought forward the question, **Amended Rules for Platelayers.** and new wording of Rule 323 was recommended to meet the case. The Engineers of the Companies had the Rules in draft submitted to them, and finally approved them. The wording, introducing the word "slew," gave rise to some controversy. Mr. Footner's references to Dictionaries—Walker, Webster, Ogilvie, and others, giving "slue" as the proper form, though some inserted "also written slew"; however, "slewing" carried the day, and certainly forms the railway authorised version.

The dangers attendant on the carriage of compressed gas were very pointedly brought under notice by an accident—a fatal accident to a youth at Bradford—in which, without any very palpably patent cause, an explosion of a cylinder of compressed gas for a magic lantern had taken place. **Carriage of Explosives.** The "regulations for conveyance of explosives and dangerous goods" had been already revised by the goods managers, and the superintendents had undertaken to make corresponding alterations, but this occurrence at Bradford was of a new and startling character. The boy in charge of the gas cylinder had dropped it accidentally, and had been killed by the explosion on the spot. It was agreed 22nd November, no longer to carry such cylinders by passenger train; the outcry was considerable; Magic Lantern Exhibitions were practically stopped. The Board of Trade intervened, and, ultimately, the General Managers arranged, through Sir H. Oakley, for the description of packing that should be permissible for carriage, and for the

form of certificate to accompany each consignment. It was, however, not till April, 1894, that the forms and arrangements were finally settled.

1893. At the January Conference Mr. Aslett is reported as the Representative of the Cambrian Company, *vice* Mr. Vaughan, who had been selected as successor to Mr. Roberts, as General Manager of the Waterford and Limerick Railway; and among the new names appearing on the list of attendances at the Clearing House Meeting in the spring, are :—Mr. Bainton, for Mr. Verrinder, London and South-Western; Mr. Morris, for Mr. Burlinson; Mr. Thomson, for Mr. Forbes, London, Chatham, and Dover; Mr. Evans, for the Barry Railway; Mr. Buckmaster was appointed to represent the South-Eastern on the death of Mr. Sears; and Mr. Curson, the Eastern and Midland, *vice* Mr. R. A. Read.

At the Tourist Conference for Irish Excursions appear the names of Mr. McDowell, Belfast Steamship Company; Mr. Sibbald, Londonderry; Mr. Mills King, City of Dublin; and Mr. Gaukrodger, North London Steamship Navigation Company, for by this time both the Liverpool, Fleetwood, Barrow, Greenore, and Larne routes were in “full cry” for their share of Irish Excursion business.

At the Summer Meeting in Ayr, Mr. Colman represented the West Lancashire; Mr. Ree attended Joint Goods and Passengers’ Meeting for the North-Western Company; Mr. Welburn (North-Eastern Railway) was represented by Mr. Steel, the first notice, I believe, of his name; he has since added to his record that of General Manager of the Great Northern, as well as that of late General Manager of the Highland Railway.

At this meeting, 13th July, at Ayr, Mr. Verrinder was present, but was evidently far from well. He returned to London, and died on the 23rd. He

**Death of
Mr. Verrinder.**

had been with the South-Western Company for forty-two years, and for the last twenty had been Superintendent of the Line. I had met him frequently at Gosport, on the occasion of the Queen’s journeys, where his genial presence had always been a pleasant accessory. He was buried in Brookwood Cemetery, the funeral being attended by a large assembly of his railway friends, and the Directors, officers, and many men of the South-Western Line. A vote of condolence was passed at the October Conference of the Superintendents.

Mr. White succeeded Mr. Verrinder as Superintendent of the South-Western Line, and made his first appearance at the Clearing House in London on 25th October. His *début* was by no means a success, as he made a very far-reaching and impossible proposition in the interests of the American-Southampton route, forgetful of the effect of similar action on the part of the Liverpool-American route, and was surprised to find no seconder.

At Rules and Regulation Meeting in December, Mr. Watson represented Mr. Welburn. It is pleasant to look back at these first appearances. Here

is the first notice of a gentleman whose close observation and sound judgment at once made his mark, and who has since risen to be District Superintendent, and then Superintendent of the Line of the North Eastern Railway.

While new names were thus added to the record of railway men, death was, unfortunately, busy in removing those who had figured more or less conspicuously on the roll.

The Board of the London and North-Western had to report the death of the Duke of Sutherland, who had been a Director for thirty-eight years.

My old friend, Mr. Tyrrell, died in July; his wife and his only son, who had been a District Engineer on the Great Western Railway, having predeceased him. Another of the Great Western officers was

**Death of
Mr. Tyrrell.**

also added to the list, Mr. Alfred Higgins. He had been the

Divisional Superintendent of the London and Windsor District, and as such had been a very regular attendant at the monthly meetings of the West London Extension Railway at Kensington, and at the various arrivals and departures of the Royal train at Windsor, where his presence seemed a part of the pageant. His brother was the Assistant Secretary of the Great Western Company at Paddington for a long period of years.

One of our own Assistant Superintendents, Mr. S. Best, who had been Mr. Groom's right-hand man for years, died at Watford in October. Mr. Best

**Deaths of
Mr. Best,
Mr. F. Wood,
Mr. Dudley
Parsons.**

had been in the Company's service since 1858, and had acted as Agent at Cambridge for eleven years. His close attention

to business and general intelligence in charge of his position,

had brought him under notice, and he well justified the confidence

placed in him by his judicious and cautious action as Assistant Superintendent of the Southern District.

Two of the older officers of the Company passed away at the close of the year. Mr. Frederick Wood, who had been the Company's Land Agent for many years, having originally proved his ability as a Land Valuer in the days of the construction of the Trent Valley Line, at which time he was the representative of the Coventry Canal Company, and had many a tussle with the Railway Authorities. Recognizing his value, Captain Huish had made overtures to him, resulting in his coming over entirely to the railway service. Mr. Charles Hull, of Liverpool, had long been his trusted junior, and, on Mr. Wood's retirement in 1880, became Chief Land Agent of the Company, a post he retained till his death, 6th August, 1898.

Mr. Dudley Parsons was the other officer alluded to; he died in December. During the later years of his life he had acted as the Great Western Company's Agent in the Potteries. His son, Mr. W. D. Parsons, is Manager of the North-Western Company's Cattle traffic, with head-quarters at Crewe, having received the appointment in 1885 on Mr. Salmon's retirement.

The Superintendents towards the close of the year (30th October), lost one of the old stalwarts of their Conferences in the person of Mr. James McLaren.

He had been present at the quarterly meeting on the 25th October, as vigorous as ever; and it may truly be said that he died in harness; for coming down from his residence in haste to catch a train, he entered the guard's van and rode in it towards Edinburgh. In the van he was suddenly struck by death, and had ceased to breathe when the train reached the station. He had been for fifty years in the service of the North British Company, and was highly esteemed by those around him. His Company had in him a very fiery advocate of their rights, and a scrimmage between James McLaren and Mr. Ward, the Caledonian Representative, was a fully-expected part of the day's proceedings when matters affecting Scotland were under discussion. *Fortiter in re* might well have been his motto, but certainly not *Suaviter in modo*. *Nemo me impune lacessit* was his rough warning for those who interfered with the fray. A well deserved vote in acknowledgment of his services, and of condolence with his relatives, was passed at the following quarterly meeting.

The year 1893 brought with it some changes in the District Superintendents on the London and North-Western. Mr. Ephraim Wood gave up the supervision of the Chester and Holyhead district, and retired to Pabo, where his residence gave him a lovely view over the estuary of the Conway River, and where he became a member of the Local District Council, with the distinguished peculiarity of having eleven Welsh fellow-Councillors who tried to insist on the whole proceedings of the Council meetings being in the Welsh language. Mr. Wood contested this point and, though only one to eleven, the Local Government Board laid down the principle that proceedings and minutes should be alike in English. Mr. Wood served the office of High Sheriff of Carnarvonshire in 1902.

Mr. Wood was succeeded by my son, Mr. E. A. Neele, who had for some years been his outdoor assistant in the Chester Division, and previously in the same capacity with Mr. Eddy in the Southern Division. Mr. H. A. Walker was appointed assistant at Chester, but within the twelvemonth he was selected to succeed Mr. Best at Euston; and Mr. Frank Dent, from my office, a son of Admiral Dent, was appointed assistant at Chester, with Mr. Geoffrey Greene as understudy.

Mr. William Sutton resigned the charge of the Birmingham district, and one of my outdoor men, Mr. F. V. Denning, was appointed to succeed him. The district acquired a thoroughly sound railway man in Mr. Denning, acquainted with the whole of the North-Western Line through his duties in my office. Mr. G. J. Stoker remained at New Street Station as second in command. Mr. Sutton died in the autumn of 1901.

In February, in the Goods Department, Mr. H. J. Size was removed from the Manchester to the Rugby district; Mr. H. B. Taylor being transferred from Rugby to take charge of the Leeds and Yorkshire

Division; and Mr. F. T. Kinsman in turn left Leeds and took charge of Manchester.

The change which distinguished the year 1893 was the sad loss the Company experienced in the death of Sir George Findlay, who did not long survive the honour of his knighthood. His state of health since the opening of the year had been very precarious, and his enforced absences from Board Room and Conferences were frequent. Mr. Harrison was his trusted lieutenant and friend, and on him, during the Manager's waning existence, lay the burden of the management.

**Illness of Sir
George Findlay.**

I recall that at the last interview I had with Sir George he was good enough to tell me there were positions in the Army Volunteer Railway Corps that the authorities were anxious should be filled, and the offer of the post of Major in that corps was at my disposal. With short consideration, I thanked him for the offer, but considered that it would be better that younger men should be selected. It was a very kindly act on his part towards myself, and our last interview is thus imprinted on my memory.

Two days previously Mr. Findlay had acted as spokesman at a small gathering at Euston Hotel, at which Admiral Dent—who had resigned his post as Commander of the Fleet of the Company's Steamships at Holyhead, which he had held for twenty-seven years—had been presented with a handsome gold repeater watch and chain as a memento from a few of the principal officers of the Company. Sir George, in a very kindly speech, had expressed his own deep regret and that of his brother officers that failing health should have led to the severance of the Admiral's connection with the Company.

**Presentation
to
Admiral Dent.**

The Admiral was succeeded at Holyhead in the position of Marine Superintendent of the Company by Captain Binney, of Liverpool, who had for some years acted in the same capacity for the Pacific Steam Navigation Company at that port.

After his retirement, Admiral Dent resided at Chester; but he did not long enjoy repose from active duties. He died on the 20th March, 1894, at the early age of sixty-two. He had a very distinguished record in naval warfare. He commanded the boats of the "Valorous" at the destruction of the Russian Imperial stores in the Gulf of Bothnia, and served in the same ship at the attacks and capture of Bomarsund in 1854. As senior lieutenant of the "Gorgon" in the Baltic and Black Seas, he took part in several engagements, and was the possessor of the Baltic, Crimean, and Turkish medals, and of the Sebastopol Clasp.

In after years, two of his sons rose to be district officers of the Company: Mr. Frank Dent as District Superintendent of the Chester and Holyhead Line (1900), afterwards becoming Superintendent of the City Offices

and the Company's traffic arrangements in the Metropolis ; and Mr. Charles Dent, for some years at Crewe and Preston in the Locomotive Department, appointed in 1900 to succeed Mr. Shaw as Superintendent of the Liverpool district of the line, and subsequently selected as General Manager of the Great Southern and Western of Ireland, on the early death of Mr. Colhoun.

Sir George Findlay died 26th March, 1893. The Great Northern Railway Company ran a special train from King's Cross to Edgware on the day of the funeral, which took place at St. Lawrence's Church, Whitchurch, near Edgware. The emblems and wreaths sent from all quarters were raised in imposing groups round the noted organ, one on which Handel himself was accustomed to play. The gathering of railway celebrities round the grave was of a most remarkable character. Not only did the Directors of the London and North-Western attend in full number, but those of most of the other lines were represented, with the chief officers of our own and of English, Scotch, and Irish lines.

His memorial in the large Shareholders' Meeting Room at Euston consists of a bust, with the following short record of his services :—

SIR GEORGE FINDLAY.

Born on the 18th May, 1829 ; appointed Goods Manager of the London and North-Western in 1864, in 1874 Chief Traffic Manager, in 1880 his unfailing common sense and intimate acquaintance with the affairs of the Company placed him in the position of General Manager. The Ribbon of the Legion of Honour in France and a Knighthood at home were the special rewards of this valuable life, cut short in 1893.

1893. The Time Tables for April were all struck off, with the familiar name of "G. Findlay" as General Manager. It was not till the May issue that the successor, "Fred. Harrison's," name could be introduced ; but there were other changes which naturally followed. In June, Mr. Frank Ree was recorded as being General Goods Manager. Two new appointments were made—Mr. Grasemann being named as assistant to Mr. Ree for the Southern half of the line, and Mr. Kinsman for the Northern half. The vacancies in the London district were filled by the appointment of Mr. R. F. Castleman in the city, and that at Manchester by Mr. W. J. Chipman. The vacancy at Liverpool, caused by Mr. Ree's removal to Euston, was filled by the transfer of Mr. Bingham from Nottingham ; his place at Nottingham being taken by Mr. G. E. Harrison.

In train changes, January witnessed the withdrawal of the six trains which ran daily between Willesden and Waterloo Station. The service had been continued recently, it was said, at much inconvenience to the South-Western Company in their very crowded terminus ; and as these trains brought daily through vehicles such as horse-boxes and carriage trucks, no doubt the

**Death of Sir
George Findlay.**

**Changes in
London & North-
Western Officers.**

**Willesden and
Waterloo Train
Service discon-
tinued.**

necessary shunting on and off, gave them a bad name with the Waterloo authorities. At any rate, no amount of pleading would induce the South-Western Company to allow the continuance. The connecting train service ceased, and thenceforward to "change at Addison Road, Kensington," was the requirement on passengers; through vehicles having to wait connecting trains in each direction.

In February a new development was given to the well advertised Severn Tunnel route by the running of **through carriages daily between Glasgow and Plymouth**. The simplification of gauge on the Great Western Line below Exeter was, of course, the means by which this arrangement could be managed. The running of these vehicles in one continuous journey between termini so far asunder was probably the longest extent of such mileage on any British system.

In May Time Tables, in conformity with intimation received from the various Companies in Scotland, announcement appears that all second class bookings between English and Scotch stations will cease on and after 1st May, and that the following Companies will cease to convey second class passengers on their lines of railway:—Caledonian, Cambrian, Highland, North-Eastern, Great Northern. Year by year, subsequently, a few Companies have fallen into line with this withdrawal; but the annual onslaught of Mr. Beavis at Euston has only resulted in the unanswerable fact that millions of passengers find the second class suitable for them as compared with the exclusive first class and the crowded third; and so long as this remains, so long Lord Stalbridge has wisely determined to retain the facility on the London and North-Western.

In June came an announcement of a further acceleration in the Highland express, 8.0 p.m. from Euston. It had, since 1st April, 1891, been due at Perth at 5.55 and Aberdeen at 8.5 a.m., and had therefore been too late to connect with the Deeside express, which left Aberdeen at 7.50. Now it was appointed to reach Perth at 5.40 and Aberdeen at 7.50; the Great North of Scotland agreeing to alter their departure to 8.0 a.m. The change entailed very close running with the East Coast train, and the Signalman at Kinnaber Junction had daily anxiety as to the priority of passage of the two rival trains. Telegrams at Euston of the morning arrivals at Aberdeen were among the first tidings of the day's work.

The June Bills also contained notices that next month (1st July) would witness the starting of a **new Corridor Train, with dining cars** attached, for first and third class passengers; to leave Euston for Glasgow, and Glasgow for Euston, at 2.0 p.m. respectively. The preparation of this new corridor train was undertaken with much interest by all the departments concerned. The plans of the carriages, the disposition of the seats, the position of the corridor,

**Discontinuance
of 2nd Class
Bookings to
Scotch and
other Lines.**

**Corridor Train
between
London and
Scotland.**

the extent of lavatory accommodation, the electric internal communications in the dining saloons and in the corridor compartments, the communication between guard and driver, the number of first class seats as compared with third class, the luggage accommodation, had all to be carefully considered and planned; and it was an anxious time when the final day came for putting the train into circuit.

A couple of days before the train had to make its first journey, a visit was made by numerous representatives of railway interests and of the Press to Wolverton Works, Mr. Harrison, the new General Manager, accompanying us. The rolling stock was the property jointly of the London and North-Western and the Caledonian Companies (West Coast Joint Stock), and the General Manager of the Caledonian, Mr. James Thompson, and his officers, Messrs. Kempt and Currer, were full of suggestions to ensure completeness.

At Wolverton the special party were shewn over the factory, and then entered and scrutinised the new Corridor Train, which consisted of ten handsomely equipped carriages, designed and built under the supervision of Mr. Park. A trial trip was made from Wolverton to London, and the luncheon arrangements were tested in a practical manner by the visitors. The vehicles formed what the Americans would call a solid train, though the connections between the various vehicles were at first of the accordion, and not of the "vestibule" order. A complete thoroughfare existed from one end of the train to the other, down the sides of the carriages, except in the dining saloons, where its course followed the American system of a central passage.

The July Time Tables came out with some striking red and blue announcements of the train as having first and third refreshment and dining cars attached. A folding sketch accompanied the bills showing the elevation and the constitution of the ten vehicles. No such train had ever previously run on any English line giving an end to end communication. Mr. Acworth was one of our passengers on the first day of the corridor train running to Scotland. For many of the trips one of my own outdoor staff accompanied the train, reporting any deficiencies detected, and any suggestions for improvements; Mr. Cumberland Lowndes particularly distinguishing himself in this capacity. In August the corridor system was extended between London and Edinburgh by the same train; and similar vehicles were put into circuit, in connection at Preston, from Liverpool Exchange Station (Lancashire and Yorkshire), and from Manchester Exchange Station (London and North-Western) to both Edinburgh and Glasgow. The necessity for keeping these special carriages in their respective circuits was apparent, and the stock of such vehicles had to be increased so as to meet the case of any being temporarily laid aside.

There were three dining vehicles : one having the kitchen and seats for eighteen first class ; another for eighteen third class diners ; and a composite dining car with smaller kitchen, and seats for nine first and twelve third class passengers.

Three third class brakes with luggage and parcel space, one entire first class carriage, one entire third class, and two composite completed the train, which, when the Edinburgh and Aberdeen portions were added, was marshalled in the following order on leaving Euston :—

10	9	8	7	6	5	4	3	2	1	
Third Class Brake.	Composite Carriage.	Third Class Brake.	Composite Carriage.	First Class Carriage.	First Class Dining Car.	First Class Dining Car and Kitchen.	Third Class Dining Car.	Third Class Carriage.	Third Class Brake.	Engine.
London and Aberdeen.			London and Edinburgh.			London and Glasgow.				

The whole of the carriages were connected by central covered gangways, so that Passengers (and when necessary the Guards) were able whilst travelling to pass through the entire length of the Train.

Electric call bells to summon the Train Attendant were supplied to each compartment. Stationery and letter collecting boxes added to the train conveniences.

The Services from Liverpool, *via* Manchester and Leeds, to York and to Hull, were much improved this autumn by a special system of through trains both to York and to Hull on the North Eastern.

Improved Train Service to York and Hull. The London and North-Western had, heretofore, been content to carry on this traffic by exchange with the North Eastern Company, at Leeds; now, the running of these trains through-London & North-Western opening out by North Western engines introduced a new relationship, of Depôt at Hull. and brought the London and North-Western on a par with their friendly competitors, the Lancashire and Yorkshire Railway.

The trains commenced running to York on 1st July, and to Hull on 1st October. On that date the London and North-Western opened their own Goods Carting Establishment in Hull; Mr. Spencer Harley, son of the late Secretary, being appointed the Company's local representative in that busy Port. We had, a short time previously, been over the Goods Warehouses and Goods Yards in Hull, with Mr. Ree and Mr. Mawby, discussing the proposed mode of working, and had been officially and cordially welcomed to Hull by Mr. Jesper and Mr. Welburn, the North Eastern Company's representatives.

Owing to the 8.0 Express, from London to Scotland, ceasing in October to run on Sunday nights, the Postmaster General agreed to a special arrangement, whereby the service for Passengers, on Sunday nights, **Belfast Service via Stranraer, on Sundays.** from London to Belfast, was maintained, as he consented to allow a Sleeping Saloon for 1st Class Passengers, and an Ordinary Carriage for 1st and 3rd Class, to be run on the Postal Train leaving Euston on Sunday nights. This is one instance, out of many, shewing the liberal way in which the department met difficulties, and how free from official red tape their officers were.

Early this year the whole of the enlarged Station at Manchester, called Exchange Station, came into operation, the London and North-Western trains having entirely ceased to use the old Victoria Station, a long platform remaining as the only connection for Passengers from one line to the other. A new Bridge, over the river Irwell, had been in course of construction for some time, and by it the vehicular traffic for Yorkshire was dealt with, and that for Manchester, from the west, was equally facilitated.

A new Station on the recently constructed relief line, between Stalybridge and Hooley Hill (Guide Bridge) was opened on 1st October, called "Dukinfield and Ashton-under-Lyne," the new line, itself, having been brought into use for Goods and Passenger traffic in August previously.

The American Steamship accommodation at Liverpool, for some two or three years back, had been a question urgently debated, between the

Inman Line. Steamship Owners, the Corporation, and the Dock Board ;
 — Mr. Edward Taylor, of the Inman Company, had taken a very
Contemplated leading part in the remonstrances addressed to the Port
removal to Authorities, and in several interviews with Mr. Findlay he
Southampton. had discussed the probability of removing the Inman Service to
 Southampton. At first this threat was viewed as a *brutum fulmen*, for the
 Inman Steamers had a grand reputation, and Liverpool had been the home
 of the Inmans for years.

In the January and February Time Table for 1893, their Company is
 described as the Inman and International, with sailings from Liverpool to
 New York every Wednesday, by the "largest Passenger Steamers in the world"
 —the "City of Paris," 10,500 tons, the "City of New York, 10,500 tons.

In March, 1893, however, the transfer of the Inman Line to
 Southampton became an accomplished fact, and was thus announced in the
 Time Tables :—"The Inman and International Steamers have been trans-
 ferred to the American Line, and will sail to and from Southampton ;" their
 special sailings for New York are announced for March 11th, 18th and 25th,
 and every Saturday in April ; after that date, however, no mention is made
 of the Inman Line in the North-Western Books.

The arrangements made by the South Western Railway, by the bold
 extension of their Docks, very shortly enabled them to run their American
 Passengers direct to the ship's side, to dispense with the use
Southampton of tenders to meet the steamers at low water, and to avoid all
Docks. change at the Railway Terminus ; the transfer from the
 Railway Train to the Steamship being effected almost under cover.

On our part, in addition to the notice that a day could be saved
 in London by taking the Irish Mail Train, and catching up the steamers at
 Queenstown, a standard announcement had appeared as to
Special Trains. American traffic, that "a train is specially appointed to run from
 — London to Liverpool, in connection with every steamer leaving
London to for the United States and Canada." This had been supplemented
Liverpool, to by a notification of the provision of family omnibuses and
suit Atlantic luggage cartage between Lime Street terminus and the Liver-
sailings on pool Landing Stage, whence luggage and passengers were taken
Saturdays and by tenders to the steamers lying in the Mersey ; or if the tide and the time
Wednesdays. were suitable trains were to be run direct to Alexandra Dock Station, very
 close to the loading berths of the steamers.

The service given by the Liverpool Lines was very effective.

The White Star had weekly sailings on Wednesdays from Liverpool
 —the "Germanic," "Majestic," "Britannic," and "Teutonic," being enumerated
 as their Steamers.

The Guion Line sailed every Saturday from Liverpool to New York, and
 so did the Cunard Company, who announced the "Gallia," "Aurania,"
 "Etruria," and "Servia" as their Steam Vessels

As competition became keener the special trains for the larger Atlantic Steamers were advertised by separate handbills for each line. Commencing in July (1893), special trains were announced to run every Saturday, leaving Euston at 11.30 for the Cunard; and on Wednesdays, generally, at 10.50 for the White Star service. Towards the end of the year they became more fitful, the White Star being satisfied with the ordinary trains, while the Cunard had them run once or twice only in November and December.

The steamship officers afforded information to our canvassers as to the passengers who had secured berths on board the various steamers, and nothing was left undone to afford facilities for their conveyance and that of their luggage from their hotel or from the station to the steamer's tender; the system adopted, though called "checking," was not exactly that so dear to the heart of the American traveller.

In the opposite direction, Mr. Barattoni, our Agent in New York, was supplying all the passengers with a small and interesting folder-pamphlet, setting forth all the North-Western Company's route advantages, its influence extending as far as Queenstown, the first point at which the voyager could regain *terra firma*, whence its Agent, Mr. Stirling, would be able to extend a personal sympathy, arranging trains to Dublin, or forwarding messages for accommodation at Liverpool, should the voyager decide to continue to that port; there, another well known officer, Mr. Fred. W. Thompson, would be in attendance, and all that politeness and civility could accomplish, would be placed at the voyagers service.

Such pleasant "nursing" generally resulted in our securing the travellers on their return journey, and at all events in maintaining a reputation for attention and smartness in connection with American "travel."

At the time of the first change in the ownership of the Inman and International Steamship Company it was known that the Pennsylvania Railroad Directorate were interested in the new venture, but we received Mr. Frank Thompson's assurance that the proposed change will have—

**Friendly
relations with
Pennsylvania
Railroad
undisturbed.**

"no effect, whatever, on the relations existing between your Company and ours, which (he added) have been of the most agreeable character; the only exception taken to the attitude of your Line is, that you do not give us sufficient opportunity to return some of the many favours shewn to our officers."

Neither the Cunard Company nor the White Star, who had been looked upon as the standard representatives of the Liverpool-New York Traffic, could very well afford to be passed by the Guion Line with their greyhounds the "Alaska" and the "Arizona," nor by the intimation of their Inman Competitors, that the largest passenger steamers in the world were sailing under their flag from the new point of competition. The Cunard Company

Cunard Co.

—

**"Campania"
first trip,
22nd April, 1893.**

had been constructing under the sagacious guidance of Sir John Burns, two of the grandest vessels that ever sailed the waters, and the first of them, the twin screw steamer "Campania" was ready at this interesting period of the struggle to take her position. She made her first start from the Mersey for her Atlantic passage on Saturday, 22nd April. There was a large crowd to witness her departure. A special train had been run on the occasion, leaving Euston at 8.50 a.m. which had brought down numerous passengers and invited guests. I accompanied the train, having the honour of an invitation to sail to Queenstown by the "Campania" and to return by Sir John Burns' steamer "Hound." The invitation cards contained sketches of the new "Campania" Twin Screw Steam Ship, 620 feet long, 12,950 tons capacity, with the old Paddle Wheel Steamer of 1840, alongside, 207 feet long, 1,139 tons capacity. We had on board a very distinguished posse of British Admirals: the Postmaster General (The Right Honourable Arnold Morley), and the Chief Secretary of State for Ireland (Mr. John Morley), together with numerous representatives of the British Postal Service—Mr. Lamb, Mr. Preece, Mr. Yeld. The American element was well represented, and the Liverpool contingent was large. We left Liverpool at 3.0. The "Alaska" of the Guion Line went out by the same tide, and as the "City of Paris" of the American Line (late Inman) left Southampton same day, there was not a little excitement as to the result of arrivals at New York. We were far ahead of the "Alaska," at Queenstown, the run from Liverpool having been made in eleven hours and forty minutes, notwithstanding that the engines were not driven at full speed. There were several additions to the voyagers at Queenstown, and when she sailed at 1.30 she had on board over one thousand Passengers and eight hundred and sixty-nine bags of letters. Our returning contingent waved farewell to the "Campania," and entering the tender "America" were received by Sir John Burns on the "Hound."

Mr. John Morley had intended landing early at Queenstown and travelling by 10.0 a.m. train to Dublin, but, owing to his baggage having been accidentally left on the "Campania," he was unable to proceed by that train. The fact of his being in Queenstown became known, and a large gathering of townspeople on the quay **Return from Queenstown by the "Hound."** Mr. John Morley, excitedly cheered him as he came aboard our steamer the **M.P., on board.** "Hound," to take luncheon with Sir John Burns; the whole quay side was crowded with hundreds of people during the afternoon. Mr. Morley seemed to shrink from the noisy reception awaiting him, and pressed the Municipal Board to abandon their idea of presenting him with an address. The crowds expected Mr. Morley to land so as to travel by the 4.0 p.m. train to Cork, and the local brass band was in readiness to give him its noisy attention. The steamship "Hound" with our party of Admirals and the Postmaster General on board started for Holyhead at 5.25, but Mr. Morley gave the townspeople the slip by having a special steamer to take him to Cork.

We heard afterwards that the attempts made to keep his visit to Cork private were unavailing—the city authorities waited on him in Mr. Parnell's old rooms at the Victoria Hotel, and stated however much Mr. Morley might wish to avoid a demonstration, the City Band could not be prevented from turning out. Mr. Morley, hearing this, left the Hotel privately, and succeeded in getting the railway authorities to stow him away in a carriage lying on a siding. The bands and the crowds came down to the station knowing that he was certain to travel by the 10.0 p.m. train. Carriage windows were smashed in the search along the train by the surging multitude, but, it was not till the last moment that the ruse of attaching his carriage at the front along with the engine was discovered.

While this little comedy was being enacted, we, on board the "Hound," were speeding through a somewhat hazy night towards Holyhead. Nothing could exceed the kindness of our host, Sir John Burns. The Admirals on board were: Admiral Sir John Baird, K.C.B.; Rear-Admiral Brent; Vice-Admiral Buller; Admiral Sir Arthur Farquhar, K.C.B.; Admiral of the Fleet, Sir Geoffrey P. Hornby, G.C.B.; Rear-Admiral Digby Morant; Vice-Admiral Sir Michael Culme Seymour, Bart.; Commander Watson.

Lieutenant St. John was my cabin companion, a young naval friend of Sir John Burns, he had recently been the officer in command of a torpedo launch—then a somewhat recently introduced auxiliary in marine warfare, calculated to deal a stealthy, unexpected, and deadly injury on the vessels of any hostile fleet. With reference to this new mode of carrying on war, Admiral Buller told me the following story:—"During the siege of Sebastopol one of the sailors in his ship (he was then a Captain, R.N.), told him that he had at night ventured into Sebastopol harbour, and had rowed up close to the Russian warship "The Twelve Apostles"—that the Russians kept no efficient night watch—they imagined themselves in perfect safety. Captain Buller reported the matter to Admiral Lyons, the Admiral of the Fleet blockading Sebastopol. Lyons doubted the possibility of so stealing into the harbour; the sailor offered to go again and to cut a strip off the ships bow—he did so, and told the Admiral that he could blow up the Russian ship if allowed. The Admiral was horrified at the idea, it was murder—not war—he would not permit the deed. Lieutenant St. John viewed the matter in a different light, and referring subsequently to the gathering of Admirals he saw around us, he jestingly suggested that if his torpedo launch had a chance of attacking the "Hound" there would be a lot of vacancies in the list of Admirals!

Most of our party alighted at Holyhead and proceeded homewards. Sir John Burns and a few of his Glasgow friends, Sir William Hozier, Bart., one of the Caledonian Railway Directors, among them, remained on board the "Hound" and steamed off to Greenock.

The renowned "World's Fair" or "World's Columbian Exposition" at

Chicago, gave rise to some friendly correspondence with the American Railway Authorities, beyond their early communications as to the terminal arrangements mentioned in a previous page. **Chicago Exposition World's Fair, 1893.** Mr. Webb decided to send to Chicago one of his new Compound Engines, and accordingly the "Queen Empress," the newest type of his passenger three cylinder engines, was sent, together with an entire structure of an interlocking Signal Box fitted with Mr. Thompson's latest models of his Electrical Staff Apparatus from Crewe Works, as well as Sleeping and Day Cars from Wolverton, of the forty-two feet type. Photographic views of some of the leading features of Crewe Works, and of scenery along the London and North-Western Line accompanied the exhibit. In addition to this, our Audit Office sent a case containing some samples of old forms of tickets and contract tickets, together with a set of modern issues.

I had communications from two different sources—in the one, I was asked to give information as to the history, and practice, past and present, of our main and distant signals, their various colours, shapes, etc.; this was at the request of one of the Railroad Conferences. In the other, I found my name put down as the writer selected to deal with the uncongenial subject of "Railway Extension in newly settled countries," as I have already mentioned.

Mr. Hobart, the Secretary to the Railroad Committee, very courteously thanked me for preparing the Paper—"the more so, he added, as the Congress had been disappointed in the hope of hearing from other eminent British railway officials." The Exposition at Chicago was well advertised in our Time-tables—Messrs. Gaze and Mr. Barattoni pressing our route on the notice of American travellers; but I do not think the volume of English travellers to America was increased to anything approaching the expected figures.

The Compound Locomotive "Queen-Empress" and the Sleeping and Day Cars received the highest award at this "World's Columbian Exposition." The Locomotive and Cars were run from Chicago to New York as a "British Special Train" over the tracks of the Lake Shore and Michigan Southern and New York Central and Hudson River Railroads, at the close of the Exhibition, on their return to England.

At home the State opening of the "Imperial Institute" of the "United Kingdom, the Colonies, and India" formed one of the events of the year.

Imperial Institute opened May, 1893. The imposing pageant, May 10th, at which Her Majesty surrounded by all her family took so prominent a part, and at which His Royal Highness the Prince of Wales as the prime mover in the inception and carrying out of the project was enthusiastically congratulated on the successful issue, were scenes not likely to be forgotten. Through the kindness of the Prince and the active support of Mr. Somers Vine the railway representatives obtained recognition in the granting of tickets both for the official opening and for the evening reception subsequently on 17th May.

The subject of colour blindness on the part of Signalmen and Drivers was very fully discussed by our Directors in the Spring. Our Medical Officer, **Colour Dr. Page**, having very strong views respecting it, the question **Blindness.** was referred to the "Medical Committee," at which Dr. Page **Dr. Herbert** urged the adoption of "Holmgren's test" in lieu of the **Page's System.** old-fashioned military plan of dots to be discerned on a card at a given distance, together with the red and green lamps and flags. The idea got abroad that the men were required to know all the variety of colours to be found in the group of silk skeins forming the testing clusters, and an outcry was growing along the line respecting it. It was, however, decided that the new system should apply to all new applicants for positions on the line, and the whole of the medical men along the line, intrusted with the duty of certifying the fitness of applicants, had to adopt the new tests.

The Committee had before them one or two cases of colour-blind men, in order that they might more fully understand the system. The coloured skeins were shewn to a man, and he was asked to pick out the red or the green, and to select colours nearly allied to each from the various clusters on the table. The strange tints that the colour-blind men selected with an idea they were red or were green were curiously diversified, but all equally inaccurate.

In the examination of candidates, if a man failed in this particular he was not allowed to enter those grades of the service where he would have anything to do with the outdoor signalling of the line.

In June I was in communication with Sir Francis Knollys as to His Royal Highness the Prince of Wales going to Chester, and made the necessary arrangements, but having the journey of the Queen to attend on the day of his visit to Eaton Hall, I could not undertake the trip. However, I made a point of receiving His Royal Highness on return, on the afternoon of the Queen's home-coming from Scotland (21st June).

In December General Dennehy, an officer who had distinguished himself in India with Her Majesty's forces, called at Euston with reference to the carriage accommodation for the journeys to Scotland of the female contingent of the Queen's Munshi (Abdul Karim), it being obligatory that the women should not be seen by the vulgar eye. At first I suspected that a whole harem had to be accommodated, but it came out in conversation that there was only one wife and one daughter; and I satisfied the General by assuring him that a carriage should be sent which would meet all their requirements.

A serious accident occurred at Poulton-le-Fylde where the lines from Fleetwood and from Blackpool unite for south traffic. On the night of the 1st July, a return excursion train from Blackpool to Stockport, at 11 p.m., consisting of only three carriages and a brake-van, drawn by a six-wheeled engine and six-wheeled tender, all fitted with continuous brakes, ran off the rails while running round the very sharp curve, six chains radius, by which Poulton

**Singular
Accident at
Poulton,
1st July, 1893.**

Station was approached. The driver must have miscalculated the speed of his train when running over the length of three-and-a-half miles of nearly straight line from Blackpool before the very sharp curve close to Poulton is reached, and so have come upon it unexpectedly. The curve is furnished with check rails, and a notice as to the limit of speed to six miles per hour appeared in the Preston and Wyre Regulations. The result shews how excessive the speed must have been; and one witness at the inquest, a platelayer living near, described hearing the rapid approach of the train, and waiting at the open window for the crash he knew must come! The engine, tender, and three coaches must have *leapt* off the road—scarcely a mark could we find on the rails, there were none on the check rail and none on the ballast. Forty yards from the point where it must have left the Blackpool line the engine turned over on its left side, the tender lay with its wheels uppermost; the three carriages were wrecked and lay in a fanlike form across the Fleetwood up and down lines. The driver and two passengers were killed on the spot, and forty-two passengers injured.

While it had not only been in contemplation to sweep away the wretched little station at Poulton, but an Act for improving the line had been obtained in 1892, this accident accelerated the movement, and a most complete and commodious Junction Station now accommodates, with long platforms and double running lines, the traffic for Blackpool and for Fleetwood, formerly served by one small office and a platform level with the rails. It requires close attention to discover the place where the catastrophe of the 1st July took place.

1894. The Clearing House Superintendents' Chairman for this year was Mr. Cooper, representative of the Glasgow and South-Western Railway. During his tenure of office a vacancy arose in the position of **Railway Clearing House.** General Manager, through the death of Mr. Morton, and **Changes in** Mr. Cooper was appointed his successor. For the remainder **Railway Officers,** of the year Mr. Nettleship acted as Chairman, being re-elected **1894.** by a special vote on the 25th April. At the January Meeting Mr. Deuchars was present as successor to the late Mr. McLaren. Mr. Cunning represented the Portpatrick and Wigtownshire.

In February, at one of the Special Meetings, Mr. Gough is recorded as representing the Cambrian Company *vice* Mr. Aslett, who found his hands fully occupied with the general management of that railway, and the Great Western Company has a new Superintendent of **Great Western Railway.** the Line in the person of Mr. T. I. Allen *vice* Mr. Burlinson. **Mr. Burlinson** Mr. Burlinson resigned his post through ill-health, and the **succeeded by** **Mr. Allen.** whole body of the Superintendents regretted to lose so thoroughly practical a man from the Conference table. Mr. Burlinson had been connected with the Great Western Company all his life, and had been Mr. Tyrrell's assistant for fifteen years, succeeding him as Superintendent of

the Line upon his retirement in 1888. A special vote was recorded on his leaving, regretting the loss to the Conference, and expressing best wishes for his future happiness.

Mr. Allen was no stranger to the Conference, as he in years gone by had often attended as Mr. Tyrrell's lieutenant; recently he had been more accustomed to the General Managers' Meetings, acting as he had done as assistant to Mr. Lambert.* We were glad to welcome a man of such business capabilities to our Conferences, and felt that with Mr. Allen as superintendent, and Mr. Morris as assistant, the Great Western Company had strong representatives among us.

In April, it is reported that Mr. Gall succeeds Mr. Henshaw as representative of the Brecon and Merthyr Line.

Mr. Garrow, of the Highland Railway, was elected Chairman for the coming year, 1895.

The Committee engaged in codifying the various Regulations was occupied from time to time throughout the year 1894; every fresh incident brought fresh proposals, not unfrequently at the instance of the Government Inspectors. As a case in point, Major Marindin's comments on a serious accident at Treforest were followed by several lengthy modifications in the rules for drivers in reference to trains parting while running. Daily experience with the continuous brake indicated the disadvantage of difference in instructions, and, altogether, while no hope of finality could be entertained, it appeared to the Superintendents that the time had come for an entire re-issue of the Rule Book, so as to bring the whole Regulations up to date and embody the numerous alterations and additions made since the last issue of the Standard Rule Book in September, 1889.

As a separate section of the Regulations, the new Block Telegraph Rules were submitted to the General Managers at their quarterly meeting, which this year was specially arranged should be held in Dublin, and at which I was present as Mr. Harrison's representative. The rules received their approval, but they urged that some agreement should be arrived at respecting the term "Be Ready" or "Is Line Clear?" In order to terminate the deadlock the Companies using the term "Be Ready" agreed to give way, and adopt the term "Is Line Clear?" This closed the discussion, and Sunday, 3rd March, 1895, was fixed for the Rules to come into operation.

1894. The forms to be adopted for Privilege Tickets (a concession liberally granted to Railway Companies' employés), and the terms on which the:

* Mr. Lambert died October, 1902.

**Privilege
Tickets.**

tickets should be granted, occupied three or four meetings in the Autumn; and the concessions obtained by the recent Act of Parliament as to the conveyance of the military, in respect to the forms to be used, and several minor points, occupied time also, Sir Evelyn Wood being the army authority, with whom Mr. Allen (Great Western) and Mr. White (London and South-Western) carried on correspondence on behalf of the Railway authorities.

**English and
Scotch
Conferences.**

The Rules of the "English and Scotch Conference," especially with reference to the question of the payment of claims by traders, were under review at two or three sittings in the Spring. I had the distinction of being one of the Superintendents selected to go through and submit recommendations for modifications. This English and Scotch Conference had its quarterly meetings closely following the dates of the Superintendents sittings.

The changes in the North-Western officers this year were remarkably few, and the train service was really a repetition of the previous twelve months.

A Sunday service from the North to Harwich for the Continent and *vice versa*, *via* Hook of Holland, was formed, commencing in May by a re-arrangement of the trains between Northampton and Peterboro', whereby the Great Eastern Company's route *via* Peterborough and March, in both directions, was served, and has ever since continued in force. Mr. Birt, the General Manager of that Company, took much personal interest with Mr. Harrison, to establish this service, which had the effect of removing from the notices the announcement that the route had no service on Sundays, and that Passengers must travel *via* London. The excellent steamers of the Great Eastern Company have done much towards securing their hold on this traffic.

I was one of the invited guests, on the 26th of the previous month, to inspect the extension of Bishopsgate Station, and to proceed by special train to Parkeston, whence we joined the s.s. Berlin on her trial trip, returning after three hours' sail to Harwich, where, at the inaugural banquet, it fell to my lot to propose success to the Great Eastern Railway and their new steamer "Berlin."

In June, among the train changes for the Chester and Holyhead coast, a new system was introduced of stopping the trains prior to entering Chester, and dividing at the ticket platform, so as to avoid the detention that arose almost unavoidably in Chester Station itself. In this case the train was the morning 7.55 a.m. from Bangor, and outside Chester the train was divided and the portion serving Liverpool *via* Birkenhead was run forward, affording a rapid train service for Liverpool visitors to the coast to reach their offices in good time.

The system has been largely carried out since, and the passing of trains through Chester without stopping to attach or detach has been one of the

chief factors in giving a satisfactory service to and from North Wales in the busy summer time.

The line of railway from Buxton to Parsley Hay, a stage towards Hartington and Dovedale, was opened for traffic on 1st of June; the Stations being Higher Buxton, Hindlow, Hurdlow, and Parsley Hay, with a junction for mineral traffic towards Ladmanlow. **Buxton Extension Line opened.** Parsley Hay was the point at which the southerly extension to Ashbourne commenced; the line has proved a very attractive one for tourists, bringing Dovedale within easy reach and affording a new route from London through Ashbourne to the noted district of the Peak.

The line from Ladmanlow Junction to Parsley Hay was formed along the track of the old Cromford and High Peak Line; its sharp curves and almost right-angle bends being largely modified. Its construction enabled the heavy limestone traffic of the Buxton district to be worked in direct connection with the railway system of the Company, without the necessity of using the severe chain-wrought incline to Whaley Bridge.

The doubling of the line between Pontardulais and Swansea was completed in the Spring. It had been in hand since 1892, and the annoying delays at Killay, Gorseinon, and other intermediate stations, through single-line working, entirely disappeared.

In concert with the Lancashire and Yorkshire Company, the Belfast service *via* Fleetwood was again taken in hand and improved, the steamer being appointed to leave Fleetwood as late as 11.35 p.m., thus giving a connection with the 5.30 from Euston, with a fixed hour of departure instead of a fluctuating tidal sailing about 8.45 (2.10 p.m. from London), with occasional later departures. The claim to public support for this route consisted in the complete arrangements for the **night cross-Channel passage**. In the opposite direction from Belfast 9.30 p.m. was made the hour of departure, instead of the former earlier hour of 8.0 p.m.

The Liverpool-Belfast route, under the energetic control of the Graingers and Mr. McDowell, had previously improved their sailing hour from Liverpool, which, formerly 8.0 p.m., connecting with 2.10 from London, in the autumn became 9.15, forming a connection with the 4.10 from Euston instead.

The Sunday day mail from Ireland, which had left Holyhead at 11.40 a.m., and had always been a very slow service along the Welsh Coast, and had entailed a long delay at Crewe or at Chester for the South, was modified by making a later departure from Dublin; the train leaving Holyhead at 1.0 p.m.

The cross-country service afforded by the West Highland Railway for Fort William, *via* Crainlarich, was announced as a new feature in Scotch

traffic in September; but the junction service was so indifferent that very little development took place so late in the season.

In October a short line was opened from Seaton to Uppingham, and that small town, with its rising school, had for the first time a railway service, and was no longer dependent on the little country omnibuses which, running either to Seaton on the North-Western, or to Manton on the Midland, had been heretofore its sole means of access. There was some considerable delay through slips on the line during construction. I had been over the route with Messrs. Purssell and Thornhill in March, when the new station was nearing completion, and we congratulated ourselves that this was probably our last journey by the ricketty omnibus from Seaton; but it survived for fully six months afterwards.

Sir Francis Knollys gave me an interview at Marlborough House as to two journeys of the Prince of Wales: the first to Lichfield in May; the other a visit of more lengthened character by the Prince and Princess to North Wales. I was unable to attend the first of these journeys personally, but I accompanied the second throughout. The Prince and Princess, with Admiral Keppel in attendance, left Euston at 12.10 on 10th July, the Admiral managing to find his way to some wrong platform, and having a very narrow escape of being left behind. The destination of the Prince was Bangor.

Carnarvon, where the National Eisteddfod was being held, was visited on a subsequent day by the Royal party; and on the 13th instant the Prince and Princess left Bangor at 12.10. The train was slowed in passing Conway Castle, and again at Colwyn Bay, to enable the Royal visitors to note those two points of interest. The journey was then broken by appointment at Rhyl. Here, at the station, with the Mayor and Corporation, a string of Joneses and Williamses came forward in response to their names; Jones after Jones and Williams after Williams making their bow to the Royalties. So numerous were they, that the Prince, or one of the equerries, said: "Present them as a body;" and thus terminated the amusing ceremony. After this the Prince and Princess drove into Rhyl, the Princess having agreed to lay the foundation stone of the New Alexandra Convalescent Home for Children, situated on a commanding position on the new East Parade, now one of the finest buildings in Rhyl. It has been the fortunate recipient of some notable gifts by the late Duke of Westminster, who on more than one occasion has given the result of his winnings by race horses to the funds of the Institution.

The inconvenience of low station platforms, together with the width of carriage frames, was exemplified on this trip with the Princess, who experienced so much difficulty in stepping down to the platform at Bangor that I arranged with Mr. Dawson, the Engineer, for small portable steps to

accompany the train, by which all difficulty in alighting and re-entering at the stations was spared to Her Royal Highness.

Our train left Rhyl at 2.10 p.m., and made a good run up to Euston, arriving 6.42. It was very gratifying, and repaid all our trouble and anxiety, to have a note from Sir F. Knollys—"The Prince of Wales desires me to let you know that nothing could possibly have been better than the journeys to and from Wales which were arranged under your management."

On 27th June, I had the pleasure of speaking to Lord Randolph Churchill, who, in ill-health at the time, left Euston by one of the American specials. Mr. Goschen and Lord Rosebery were among those who said farewell to him on that occasion. The Duke of Argyll was among our passengers for Scotland during the busy August outflow of Scotch traffic. His Grace usually adopted the North British. Shortly before Christmas, the Duke and Duchess of Teck, accompanied by the Duchess of York, went down by the 12.10 train to Chester. They returned in four or five days afterwards, the Duke of York coming by a train in advance; the Duke and Duchess of Teck, Lord Lorne, and Lord Stalbridge arriving by a subsequent train. Euston was very busy that afternoon with the arrival of distinguished parties from Eaton Hall. Mr. Bayard, the American Minister, with Mrs. Bayard, left Euston on 17th December on his return to the United States. It was pleasant to have a few minutes chat with so popular a representative of American institutions.

One of the Irish Railway Managers, Mr. W. D. Payne, of the Dublin, Wicklow, and Wexford Railway, with whom I had had many years of friendly correspondence, resigned his position at midsummer. He had been the officer with whom all our negotiations had been made for the conduct of our traffic between Carlisle Pier Kingstown, and the terminus at Westland Row, for so many years the station of arrival and departure of the Irish mail train services. Having to attend the Clearing House meetings in Ireland, during the summer of this year, I had the opportunity of personally saying farewell to Mr. Payne. Mr. Payne was succeeded by Mr. D. J. Stewart; but, subsequently, the position of General Manager of this line was offered to and accepted by Mr. A. G. Reid, the Superintendent of the Great North of Scotland Railway, another instance of Scotch Railway Managers being selected for the control of Irish lines.

Another of the railway men from Ireland, with whom I had been associated, made a change in his position this year. Mr. Cuning, formerly of Belfast, had been selected in 1891 to fill the position of Manager of the Portpatrick and Wigtownshire Line, acting as Superintendent for the four Companies who jointly owned the line. A vacancy now occurring in the Managership of the Eastern and Midlands Line, Mr. Cuning was appointed to the post, with head offices at Lynn. His health, unfortunately, gave way shortly after; but he manfully endeavoured to cope with the work, and did

**Distinguished
Travellers.**

**Dublin, Wicklow,
and Wexford
Railway of
Ireland.**

**Mr. W. D. Payne.
Mr. A. G. Reid.**

not withdraw from the duty till the disease from which he had been suffering paralysed his walking powers. He died in July, 1901.

My brother, Mr. Kingston Neele, succumbed to fatal illness in May, 1894; and was succeeded in the management of the West London and West London Extension Lines by Mr. Hamar Jebb, who had acted as Chief Clerk at Kensington for many years, and had originally been in the service of the London and North-Western Company, at Normanton, during the time they used that station as joint occupants with the Midland, the North-Eastern, and the Lancashire and Yorkshire Companies.

Two of our Directors this year were removed by death from the roll—Mr. Greg in January, and Mr. Hick in February. Mr. Greg, who had been on the Board for twenty years, was largely interested in the cotton trade in the Reddish district. He was appointed to act as one of the London and North-Western representatives on the Manchester, Sheffield, and Lincolnshire Railway; but he entered on railway work rather late in life to cope with its intricacies. He told me that in endeavouring to trace some family relationships in Lincolnshire he had discovered that the name Greg was a diminutive from Greygoose!—that in the registers he had traced the name from Greygoose to Gregus; then to Gregs, and ultimately to Greg. Mr. Greg's position on the Board was filled by Mr. W. E. Dorrington.

Mr. Hick was a man noted for his business capacity in connection with steel works and steel industry in Bolton. Mr. Webb was, I believe, for some years, between his leaving Crewe and his return as Chief Locomotive Engineer, interested in Mr. Hick's undertakings. One of the Company's engines retains the name "John Hick" as a memorial of one who had been a Director for twenty-three years. The vacancy, thus caused, was filled by the re-election of Lord Loch, who had retired from the Board in 1884 on his appointment as Governor of Victoria.

Another of those who had long been connected with the line, whose death took place this year, was Mr. Henry Gaze. He had in early life been in trade in Southampton, and had taken up an excursion agency for the South-Western Railway under Mr. Archibald Scott's auspices. Mr. Thomas Cook had been the pronounced agent for Continental traffic for the Midland Line. Owing to the relations between the two lines, Midland and London and North-Western, being somewhat strained, Mr. Cook's agency was not considered eligible for us, and accordingly negotiations were opened with Mr. Gaze. Continental traffic alone was placed in his hands; the general excursion traffic, which the Midland Company entrusted to the hands of Messrs. Cook, was not conceded to Mr. Gaze. He had many a good struggle with his powerful antagonist for Italian, Egyptian, and American concessions, and made his name thoroughly well known abroad. I desire to record my sense of his integrity and genuine

**Changes in Board
of Directors.**

**Death of
Mr. Greg and
Mr. Hick.**

**Lord Loch and
Mr. W. E.
Dorrington
elected.**

**Death of
Mr. H. Gaze,
Tourist Agent.**

worth; his willingness to adopt suggestions; his equanimity of temper and courtesy for all the years through which our business relations extended. The arrangements he made for the accommodation of his clients, and of the numerous artisans who visited Paris on the occasion of the Exhibition of 1878 were very extensive; I can speak highly of the personal accommodation I experienced at his hotel, Chateau d'Eau; and on the occasion of journeys to Switzerland and the Italian Lakes, his personal introductions ensured me the utmost attention at all his agencies and hotels; indeed, his name appeared to be a password to secure promptitude and civility on all hands.

1894. To the list of railway men, who passed away this year, we must add Mr. E. A. Pakeman (9th August) and Mr. Charles Lockhart (21st September), both retired officers: the latter for some years Superintendent of the North Stafford Line; the former a most regular attendant at the Conferences as Mr. Needham's right-hand man.

The rivalry of Southampton with Liverpool for the American traffic was developing throughout the year, and the hold that the Inman-American had on some of the traffic came under notice in an unexpected quarter. The Scandinavian traffic in emigrants through Hull and Liverpool, as before explained (see page 367), had been dealt with in friendly division between the Companies interested in what was called the Humber Agreement; Mr. E. L. Davis, of the North-Eastern Company, acting as the accredited agent for all the Companies, his duty being so to arrange the transmission of the various arriving groups of emigrants by the interested routes that the agreed proportions should be maintained. Unexpectedly the news came that one of these boatloads was destined no longer from Hull to Liverpool, but for the Inman steamers at Southampton; and Mr. Davis found himself requisitioned to arrange their transit from Hull by railway through London, and then to Southampton—services and routes not contemplated by the old Humber arrangement, and in direct competition with the majority of the Companies working in friendly alliance over the routes to Liverpool.

The question of time occupied in Atlantic voyaging, comparing the Southampton route with the Liverpool, was one which gave rise to debate week by week; but there was always some question of allowance for Queenstown stoppage that made it difficult to say that there was any decided advantage for the one route over the other. As an instance, on 14th March, the passengers from the "Teutonic," Liverpool route, arrived at Euston at 2.16 p.m.; those by the "New York," Southampton route, arrived in London 2.55 p.m. It was felt by the Liverpool Companies that a great advantage was attached to Southampton in their announcement of a fixed uniform hour for the steamer and for the special train from Waterloo run regularly in connection.

Atlantic
Sailings.

—
Southampton
via Liverpool.

At Liverpool the depth of water over the "bar" did not always allow of the fixed hour for sailing, for the most part a "tender" had to be despatched to convey the Passengers to the steamer lying in the Mersey ;
Liverpool Port difficulties. the specials from Euston were run at varying hours to suit the sailing, and passengers had the disadvantage and expense of Omnibus transit, no matter how well organized, between the terminus and the landing stage.

The Cunard Company through the persistent agitation of their Manager, Mr. Bournemouth, had expressed themselves dissatisfied with the accommodation afforded by the Port Authorities at Liverpool,
Steamship Companies' complaints. and had raised the question of following the Inman Company, and removing their service to Southampton. The Corporation and the Dock board were stirred to activity, the dredging and removal of the Bar at the mouth of the Mersey was pushed on with vigour, so as to render possible fixed and regular embarkation hours suitable to all classes of passengers using the Port of Liverpool. Mr. Ismay, as the manager of the White Star Line and as a Director of the North-Western Railway, joined Mr. Bournemouth, and urged that both the Railway Companies and the Port Authorities should do more in the matter. He was altogether discontented with the Omnibus Service, and contended that if it was continued it should not be a tax on the Passengers. Owing mainly to his strongly expressed views Mr. Harrison developed a proposal for allowing Passenger trains to pass through Waterloo Station, the L. & N.-W. Goods Depot at Liverpool, and there to join the city authorities in their scheme for a connecting line to enable these passenger trains to cross the main street, and to use as the terminus a commodious station at the Pierhead, alongside the landing stage ; the work was energetically taken in hand and no time was lost by our Engineer or the city authorities when once the scheme was sanctioned.

Very shortly after **New Street Station**, Birmingham, had been doubled in its width of lines, and in the opening of the central cab drive and Midland train platforms on the west side, it became evident that the
Doubling Lines into Birmingham (New Street). two lines between New Street and Proof House Junction were totally inadequate for the traffic, even though a small portion of Midland residential traffic had been removed from the Camp Hill route. The south tunnel had to be doubled, and it was wisely decided to adopt Mr. Frank Stevenson's plan for doing away with the obstruction of the old Grand Junction Line, which was continually being intersected by shunts into and out of Curzon Street Goods Yard towards the south, from the roads called "Cheapside" and "Whitechapel," by the shunters. The whole of this level of lines was left entirely free for Goods Traffic by carrying separate Passenger lines from Vauxhall on arches raised on the arches of the old Lawley Street Viaduct, attaining such an elevation as to pass above the shunting lines, and to

effect a junction with the main line a little to the North of the old Proof House. Nor was this all: the serious accident at the old Derby Junction, on 27th May, 1892, where, through a mistaken reading of the signals, the Midland train from Derby had run into and cannoned against the North-Western train throwing the latter partially over the Universe Works Viaduct, had shewn an entanglement of working which both the Midland and North-Western Company were interested in avoiding, and the two additional lines mentioned on page 396 were now extended through the widened tunnel, and removed entirely the endless detentions and intersections to which for nearly 50 years the traffic had been exposed.

On 12th August, the **large upper island platform at Willesden Junction** was brought into use; one of the most serviceable changes effected at

Willesden Junction. that busy station. The double staircases were closed and single stairways led to the broad upper platform; the old Richmond **Opening of Upper Island Platform.** Line was kept for goods traffic only. No more was there any running from one set of platforms to another to find the **12th August, 1894.** quarter hour city train just gone. All the trains for the city started from one side of one platform, while from the other side all the trains for Kensington, for Richmond, for Ealing, took their departure. It had been said that the great feature of Willesden Junction was "the way out;" the station was like debt, easy to get into, but hard to get out of! Passengers found at first some difficulty in understanding that the off side of the coaches had to be used at this new upper platform, but time seems to have educated the public up to the arrangement. At first there were not a few instances of people getting out on the wrong side with the up trains, but very strangely with the down trains such mistakes never arose.

The transferring of the lines in connection with this work deserves mention; the whole was carried out under the supervision of Mr. Williams, the District Engineer, between midnight on Saturday and 7 o'clock on Sunday evening: some 300 men being employed in effecting this smart transformation; the whole of the lines on the upper level had to be re-arranged, new points and crossings put in, new signals fixed and old ones taken away.

The year had been very free from accidents of any serious character, but the favourable record was painfully broken on December 22nd, the **Accident at Chelford,** Saturday before Christmas Day, when one of the afternoon up **21th Dec., 1894.** trains from Manchester, on nearing Chelford, came into collision with a wagon that had at the moment been thrown off the line in shunting operations on the down line there; the consequences were disastrous; no less than 14 passengers were killed, 79 injured, including 6 of the Company's servants, and the line at Chelford hopelessly blocked. The tidings of the terrible accident came to me by special message as I was enjoying the society of family friends at the dinner table, and overshadowed the party with sadness. It was arranged to stop the midnight train at Watford for me to join

the manager, who went down to the scene of the accident by that train. It was a sad and melancholy journey; we knew not the whole extent of the mischief, nor was the cause of it clear by telegram. From Crewe we had to proceed by special as the Manchester traffic had to be diverted from its accustomed route, the lines at Chelford being blocked.

Arrived at Chelford a serious scene of blockage presented itself. The dead and the injured had been removed and the uninjured passengers had for the most part been sent on—some to Crewe by one of the trains which had brought down assistance; others back to Manchester. The two engines of the express train, 4.15 p.m. from Manchester, lay in a heap; the leading engine, "Zygia," which had run off the line up a ramp which existed in the centre of the up platform, had turned over on its side, falling across the up line and bringing the train to a dead stop; its tender lay on the ramp; the second engine of the train, "Express," close to "Zygia," but all its wheels off the line. Then came four Great Western Company's carriages, all upright, but badly damaged; three of them were modern, massive vehicles; the fourth was an old, small four-wheeler, built as far back as 1867, which, strange to say, had stood the shock uninjured. The next five carriages were London and North-Western stock, all very seriously damaged, mixed and piled up with *debris* of wagons; these injuries must have been caused by the breaking up of the empty goods wagon, dragged and jammed between the passenger coaches and the portion of the goods train which stood on the down line.

The mishap was inquired into both by coroner's inquest and by Major Marindin for the Board of Trade; and it was clear that during shunting operations with the down goods train, one truck, that had been set back to the stationary portion of the goods train, must have recoiled and fouled the shunting siding at a time another shunt was being made; and by the blow thus received the loose truck was knocked off the down line, and hurled foul of the up line, just as the express came thundering along at sixty miles an hour to its terrible fate. The total cost of this accident in compensation to passengers was upwards of £35,000, in addition to the cost of the damaged rolling stock.

1895. The Time Tables for February contained the announcement as to free conveyance between the station at Lime Street and the Landing Stage, which was one of Mr. Ismay's recent proposals. The notice stated that passengers from London (and their baggage) for America, proceeding by White Star, Cunard, Allan, and Dominion Lines, also by the American Line to Philadelphia, are now conveyed free of charge from Lime Street Station to the Landing Stage or to Alexandra Dock. All portorage charges at the Landing Stage or dock have been abolished. This latter clause removed from the Liverpool route one of the petty but aggravating annoyances to which

**Advance in
Arrangements
for American
Traffic.**

**—
Omnibuses free
from Station to
Steamer,
February, 1895.**

the American passengers had been almost legally exposed : for the dock porters were licensed servants of the Dock Board, and were authorised to make specific charges, per scale, for every article carried to and from the steamers.

An arrangement for improving the mail service on Saturdays, from London for New York, *via* Queenstown, had for some time been under consideration, by which the London public gained the whole of the midday business hours of Saturday, and the delay of the Mail steamer at Queenstown on Sundays, waiting for the night Irish mail of Saturday from London, was avoided. The new service was inaugurated on Saturday, 6th April. The departure from Euston was 4.10 p.m. (instead of 8.20), and there followed a corresponding earlier departure from Kingstown, and arrival at Queenstown, the Cunard Company agreeing to adopt the changes.

The timing was as under:—

		p.m.	p.m.					p.m.
Euston	depart	4 10	...	Boat sails	...	...	10 30	
Chester... ..	...	8 20	8 25				a.m.	a.m.
Bangor... ..	...	9 44	9 47	Kingstown	...	1 50	2 7	
Holyhead Station	...	10 16	10 17	Amiens Street Dublin...	...	2 22	2 30	
Holyhead Pier ...	arr.	10 25	...	Queenstown	...	6 45	...	

there being thenceforward no service on Saturday nights by 8.20 Irish Mail for America.

The postal and public expectation was that by this arrangement letters would arrive in New York sufficiently early on Fridays to enable replies to be sent by the steamers leaving there next day ; and the ensuing summer was expected to witness some further “records” in the way of communication between London and New York.

The supply of **new Dining Saloons** was now sufficient to provide further accommodation to travellers, and in March an announcement appeared that Improved Dining Saloons were to be put in circuit between London and Liverpool, and London and Manchester ; a separate Dining Saloon being run on the 5.30 p.m. train for Liverpool ; while a new type of dining saloon, upwards of sixty feet in length, capable of seating twenty passengers, was run by the same train London to Manchester.

In July an arrangement, which had long been asked for by the City of Dublin representatives, to extend the luncheon facilities to the Mail train was also announced—a breakfast and luncheon car being run on the 7.15 morning Mail from Euston and one for luncheon and tea on the up Mail leaving Holyhead 11.30 a.m.

The new depôt, which the Company had erected in Sheffield for goods, cattle, mineral, and parcels traffic, a branch from the Manchester, Sheffield,

Goods Station at Sheffield opened 1st June, 1895. and Lincolnshire (over whose extension from Chesterfield northwards the London and North-Western Company had running powers) was opened for traffic on 1st June.

The quadrupled lines between Bamfurlong and Wigan, as well as the whole of the enlarged platforms and widened lines at Wigan, came into use in February. So also did the tardily constructed additional **Quadrupled Lines.** lines between Sandbach and Crewe in July.

The six miles of doubling between Standish and Euxton was in a forward state, and would be opened in the autumn; the double junction at Euxton enabled the North-Western expresses to pass direct on to the quadrupled lines of the "North Union," so that the trains, both of Lancashire and Yorkshire Company and London and North-Western, could travel simultaneously towards Preston and *vice versa*.

The July Time Tables, the last in which my name appeared as Superintendent of the Line, contained a notice of the expected opening of the new line between Daventry and Leamington; the opening was, however, postponed till 1st August. The stations shewn on the Branch table were Daventry, Braunston, Flecknoe, Napton and Stockton, Southam and Long Itchington, Leamington (Avenue). An alternative route to Leamington, Kenilworth, and Birmingham, avoiding Rugby, was thus made available from the South.

An acceleration to Scotland (Aberdeen) by the 8.0 p.m. from London was announced to take effect by the July Time Tables, which brought about one of the manifestations of rivalry between East and West Coast routes, and led to some very exceptional running on both sides; but we have the highest authority for saying "it was not racing"—it looked like it, however. With the object of insuring the connection during summer at Aberdeen with the Great North of Scotland train for Deeside at 8.5 a.m., the 8.0 p.m. from Euston, which had up to the end of June been timed to arrive at 7.50, was made 7.40, commencing 1st July; the arrival at Carlisle (heretofore 2.25) being shewn as 2.20 a.m. This very small acceleration was challenged by the East Coast Companies, and in return for their move forward it was decided to accelerate further in August, and an arrival at Carlisle at 2.0, and Aberdeen 7.0 was announced; but this timing was soon abandoned, for so wild did the rivalry run, that on August 19th its acceleration by the two routes had reached the nominal schedule of 5.40 a.m. for the East Coast, and 5.35 for the West Coast arrival at Aberdeen. The actual arrival on the morning of the 20th August being: West Coast 5.15, and East Coast 5.31. In September the Time Table shewed: Carlisle 1.45, Aberdeen 6.25; in October, Carlisle 1.58, Aberdeen 6.30; in November the old standard was resumed, and an arrival Carlisle 2.10, Aberdeen 7.15, was announced.

Now, there was really nothing gained by the arrival at 6.25 or 6.30 in

Aberdeen. The hotels were not open for their regular work ; the discomfort of unprepared breakfast tables, or the accompaniment of dusting damsels in the coffee-room, were travellers' annoyances rather than conveniences. The hour earlier into Aberdeen was a drawback rather than a benefit. However, after the end of July it ceased to be any part of my duty, and fell to the lot of my successor, to watch the daily morning reports shewing how we had kept our time at Carlisle ; how our allies had done their work to Aberdeen, and whether our rivals had kept ahead of us or whether we had scored a success.

Although it was not till the July issue of the London and North-Western Time Tables that the notice of the opening of the **Riverside Station** in Liverpool appeared, so rapid and energetic were the steps taken to complete the Railway route through Waterloo Goods Station to the Pier Head, that as early as the 12th June the certificate of the Board of Trade was received at the Mersey Docks and Harbour Board Offices, giving permission to that body to open the Riverside or new Pier Head Station for traffic. At the same time the troubles of Pluckington Bank and the difficulties of the Mersey Bar had been conquered, and a landing stage erected with the channel and river bed so deepened that the largest Atlantic Liner could come alongside at any state of the tide.

Opening of
Riverside
Station at
Liverpool.

It was accordingly arranged that a special train conveying the American travellers should be run to serve the departure of the White Star steamer "Germanic," which, thus on the 12th June, was the pioneer of the new enterprise. The train of five coaches from Lime Street had about forty or fifty passengers in it. The steamer, 456 feet long, 45 feet broad, with tonnage 5,065, drawing 24 feet 3 inches, lay alongside the Landing Stage, and left with a full complement of saloon and steerage passengers and cargo, at 2.15 p.m. for New York.

The Cunard steamer "Catalonia" and White Star "Teutonic" arrived from New York and landed passengers at the Stage same day.

On June 15th the Cunard steamer "Campania" embarked her saloon passengers at the Landing Stage for New York. This vessel drew an average of twenty-eight feet. The special from Euston was timed to leave at 12.0 noon, and to arrive at Riverside at 4.15 p.m. The train stopped at Edge Hill, where the express engine was detached, and one more suitable to the Waterloo tunnel and sharp curves of the extension line was coupled on. The route between Waterloo Station and the terminus had to be taken very slowly, the whole Line being crowded with people. A large number of saloon and second-class passengers travelled by the train, and great interest centered in the embarkation of the passengers and the transference of their luggage to the liner. The vessel left the stage to the cheers of a vast concourse of people.

Same day, later in the evening, the "Umbria" arrived from New York with some 600 passengers, and landed them at the Stage successfully. A train

Departure of
"Germanic"
from New Stage,
12th June, 1895.

First Special
from Euston to
Riverside,
for "Campania,"
June 15th, 1895.

of twenty carriages was in readiness at the Riverside Station shortly after 8.0 p.m., and the London passengers started thence for the Metropolis, thus establishing a system of rapid transit for the American-London traffic unattained and hitherto unattainable by any other route.

The Liverpool newspapers of the day hailed the opening as—

“enabling authoritative contradiction to be given to the many-published aspersions on the Port of Liverpool, still in active circulation throughout both hemispheres, and to enable the tables to be turned on to competitors by the equally authoritative statement that it is now possible for the American traveller to reach London, *via* Liverpool, in fourteen hours less time than he has ever done, or is likely to do for years to come, *via* Southampton;”

and basing their calculation on the fastest time made by two steamers plying to Southampton and Liverpool respectively, they gave the following table :—

NEW YORK TO LONDON, <i>VIA</i> QUEENSTOWN.		NEW YORK TO LONDON, <i>VIA</i> SOUTHAMPTON.	
	D. H. M.		D. H. M.
From Sandy Hook Lightship to the Mersey Bar, including deten- tion off Queenstown	5 19 33	From Sandy Hook Lightship to Southampton Dock.....	6 13 26
(Add from wharf to lightship).....	0 1 50	(Add from wharf to lightship).....	0 1 50
Mersey Bar to Rock Light	0 0 35	Landing and examining baggage, and loading up same in train at Southampton	0 0 40
From Rock Light to alongside Stage	0 1 0	Rail journey — Southampton to London	0 1 45
Landing and examining baggage, and loading up same in train at Liverpool	0 0 40		
Rail journey from Liverpool to London	0 3 50		
Total—New York Wharf to London	6 3 28	Total—New York Wharf to London	6 17 41

There was some intention at first of calling the new station the “Atlantic Station,” and it was so designated in the Liverpool papers as late as the 6th of June, on which day Mr. Shaw and I paid a visit to the place and thoroughly canvassed its mode of working. “Riverside” was finally adopted, and in the July Time Tables the opening of this completed thoroughfare between London and America, facilitating the transit of passengers to an unprecedented extent through the Port of Liverpool, and resulting in giving almost a monopoly there, to the Euston route, is thus announced :—

OPENING OF RIVERSIDE STATION, LIVERPOOL.

“The special trains run between Liverpool and London by the London and North-Western Railway Company for American travellers, now arrive at and depart from the new Riverside Station at Liverpool, adjoining the Landing Stage, at which the Atlantic steamers are berthed. By the arrangement now brought into force, the baggage of passengers arriving from America, directly it passes through the Custom House is placed in the train which is standing in readiness to start; and both for in-coming and out-going travellers the expense and inconvenience heretofore experienced in crossing the City of Liverpool have been entirely done away with.”

These trains had dining saloons attached, and completed the journey in four-and-a-quarter hours. They have since expanded into the splendid corridor service, running with the greatest ease without stop from Euston to Riverside Station in four hours, in connection with every important Atlantic Liner.

The official opening ceremony took place on the 10th of July. A Luncheon, on "the inauguration of the Riverside Station," being given under the auspices of the Mersey Docks and Harbour Board. "*Nec Banquet, non mare separat ingens*" was the motto, and the toasts were 10th July, 1895. "The Queen," "The President of the United States," "Success to the Atlantic Trade." The chief celebrities of Liverpool were there, together with Steamboat Representatives and those of the Railway Companies. The luncheon was given in the large room allotted to the Customs department for the reception of passengers' luggage prior to examination.

The Shazada was a visitor to England this year; for the most part his journeys were in the hands of Messrs. Cook, and M. Dossé, the Superintendent of the Queen's journeys on the Continent. With reference to the Shazada's visit to Birmingham and to Liverpool I had occasion to call on Captain Fitzgerald at Dorchester House; it was settled that the journey to Birmingham should be made on the Sunday, June 9th, and accordingly I saw him off from Euston at 4.10. Next day he was to spend in Birmingham, proceeding to Manchester in the afternoon.

Mr. Cook, junior, and M. Dossé were at New Street Station, and this was the first time I had spoken to the Queen's Continental Courier.

The Shazada's train was appointed to leave at 4.0; early in the afternoon a request came to postpone till 5.0. This was inconvenient enough, but when 5 o'clock arrived, the Oriental Prince had not, and tidings came that he was still at Kynoch's Ammunition Works inspecting their cartridge and gunpowder factories. The crowd at the station became larger and larger, and it was not till 5.50 that Messrs. Byng and Fitzgerald were able to bring their tardy charge to the station. Then our special train ran well to Manchester—the destination of the Shazada—the most unpunctual potentate I ever had to deal with.

The greatest railway event of the year was the assembling at London of the "International Railway Congress," the visit extending from June 26th to July 9th. The General Managers had had the arrangements for the reception under consideration since some time in 1893, and Mr. W. M. Acworth was appointed Secretary to the Committee delegated to carry out the details.

The English Companies vied with each other in placing their lines at the

disposal of members of the Conference, at the same time bringing under their notice the chief traffic points for which each line formed the direct communication.

The ceremonial opening of the Congress took place on Wednesday, June 26th, at the Imperial Institute, by H.R.H. the Prince of Wales, and a reception in the evening at the Foreign Office by Mr. Bryce the President of the Board of Trade—the Prince of Wales, the Duke of Cambridge, and the Duke of Saxe Coburg being present.

The next three days in the week were allotted to visits to various towns, docks, railway works (locomotive, wagon, carriage), goods depôts, &c., the members selecting in advance whichever seemed best to suit their studies or curiosity.

A large number availed themselves of the trip to Crewe Works on Thursday, proceeding in the afternoon to Liverpool for the night ; then on the following morning they visited the Gridiron Sidings at Edge Hill, proceeding afterwards to the Wagon Works of the Company at Earlestown. The number by this excursion was so large that personal attention by Mr. Webb, Mr. Footner, or Mr. Emmett was impossible. Very clear, descriptive pamphlets were supplied by Mr. Webb for the works at Crewe, with illustrations of the chief types of locomotives, while Mr. Footner put out an illustrated description of the “Gridiron” shunting sidings at Edge Hill, an amplification of the report on the subject which had been submitted ten years previously to the Congress at Brussels, photographic views being given of the sidings, the process of shunting, the “chain drag” at rest and in action, &c.

Those who selected the second day for their excursion from London to Crewe were very few in number, but they had the advantage of being personally received by Mr. Webb and shewn over the works by him, a compliment they highly appreciated, and expressed their views accordingly at the luncheon given them at Crewe, at which one of the new Directors, Mr. Dorrington, presided.

On the Saturday, the third day of excursions, many of the foreign delegates visited Wolverton Works, and here Mr. Park had arranged to “go one better” than Crewe, inasmuch as the illustrated pamphlet he presented to each visitor had the needful information in French as well as in English, an attention much prized by the foreign visitors, who paid this *visite des Ateliers de Voitures à Wolverton*, *Samedi 29 Juin*.

The sectional and various meetings of the Congress took place during the week, dealing with a list of very diversified railway questions, electric traction, signal colours, decimal system, speed of merchandise transport, station working, facilities for light railways. The Secretaries gave in French and in English resumé of the various papers, and the President of the sections

at the conclusion of the debates gave his views partly in English—when he called attention by commencing “Shentlemans!”—partly in French—when “Messieurs” was the signal for the change of language. Mr. Eddy, with his New South Wales experience, was *en evidence* at most of the debates.

Lord Stalbridge, as President of the Congress, was in the Chair at the first banquet given by the Railway Companies’ Association, at the Imperial Institute, on the 2nd July—a reception following afterwards.

Banquet at Imperial Institute. M. Dubois and M. Leon Say were on his lordship’s right and left hand respectively, and among his supporters were M. J. De Roosevelt, Chevalier Bilinski (Austria), M. Kossuth, Lord Balfour of Burleigh, and Sir F. Abel. The toast following that of “The Queen,” was “The Sovereigns and Chiefs of other States who are friends and allies of the Queen of England, and represented at this Congress.” On the subsequent Monday (8th), a dinner was given to the whole of the Delegates at the Crystal Palace, followed by a splendid display of fireworks; but the crowning mark of distinction extended to the Railway Companies’ Congress, lay in the Royal Reception at Windsor.

Owing to the hour for Divine Service clashing with the arrival of the delegates, some difficulty was unfortunately experienced in obtaining admission to St. George’s Chapel and the beautiful adjacent mausoleum of the Duke of Clarence. Many of the ticket-holders passed on to the Castle Grounds without availing themselves of the permission to view these buildings; but on the whole the delegates must have been much gratified by their visit; the full extent of the Castle Grounds being thrown open.

A large number of selected Foreign Railway Representatives were presented to Her Majesty at the chief entrance to the Castle; among those upon whom the distinction was conferred being Mr. Eddy, as the Railway Representative of New South Wales.

The “Windsor uniform” was worn by those about the Court, and it appeared to me to be singularly unbecoming. I scarcely recognized at first my friends of the Queen’s Household—Sir Fleetwood Edwards, Lord Breadalbane, Mr. Muther, and Lord Edward Pelham Clinton; but with them at Windsor on this occasion I had my parting interview.

I lost no less than three of my very old railway friends this year. On 21st January, Mr. J. N. Brown, who had been the General Manager of the South Staffordshire Line, as well as of the Cannock Chase Colliery Company (see page 63), died very suddenly in Birmingham, where he had been attending a meeting of the Birmingham District and Counties Bank, of which he was Chairman. He had commenced his business career in Birmingham, with the late Mr. Robert Howson, of Pickfords, moving afterwards to Gloucester, as Manager of the Midland Goods Department there, whence he was selected

Deaths of
Mr. J. N. Brown.
Mr. H.
Woodhouse.
Mr. S. Grew.

for the post of Goods Manager on the South Stafford. After leaving that Railway, on its absorption by the London and North-Western Company, he became Director on numerous undertakings in the district: the Gloucester Wagon Company, the Patent Shaft and Axle Company, the South Staffordshire Water Works, the Cannock Chase Coal Company, and others. He died in his seventy-fourth year.

Mr. Henry Woodhouse died at Stafford on 10th April (aged seventy-two). He had been engaged in railway business forty-four years, commencing at Long-sight, near Manchester, in the traffic department; he was then appointed Engineer of the district, and ultimately his task expanded so that for many years of his life he bore the heavy responsibility of the entire "Permanent Way" of the North-Western Line. Subsequently, and at the time of his retirement, he was the Engineer in charge of the line and stations in the Southern and Central Divisions, from London up to Stafford. One of his last works was the extension of Wolverhampton Upper Level Station. The wish he expressed in his letter of business farewell, that though officially separated, our mutual friendship might be continued, was certainly carried out to the last.

Mr. Samuel Grew, whose name has frequently appeared in my notes, died at Bournemouth, in November; he had known railway work from its commencement, having joined the service in 1838, resigning in 1872.

In February of this year, the Provident Society completed its twenty-first anniversary, and the whole of the Delegates of the Insurance, Pension, and Provident Societies, joined in celebrating the occasion by a dinner, at Olympia, where I had to take the Chair; the occasion was certainly one on which the members and Mr. Viner, the secretary, had much ground for congratulation.

The following is a resumé of the work done during the existence of the Societies. The Insurance Society—Provision in case of accidents on duty for the period of its existence, October, 1871 to December, 1894, shewed the following results:—

**Work done by
the Insurance,
Provident, and
Pension
Societies.**

Allowances—Death by Accidents on duty	... £114,353
(97) Permanent Disablement on duty	74,841
Temporary Disablement on duty	261,615

During the year 1894, the number of deaths by accident on duty was as low as 58, the previous three years having shewn 72, 87, and 70 respectively.

The cases of temporary disablement (short periods off duty) for the year, shewed 6,376, as against the three previous years of 6,595, 6,917, and 6,394, respectively.

Total number of Members, December 31st, 1894—44,208.

The Provident and Pension Societies, during their shorter existence, had made the following payments up to the end of December, 1894:—

PROVIDENT SOCIETY (21 years).—

Total Allowances off duty through sickness ...	£270,283
„ „ Death of Members ...	£28,059
„ „ „ of Members' Wives ...	£8,310
Retiring Gratuities (length of service)...	£25,842
Total No. of members, 31st December, 1894...	34,871

PENSION SOCIETY (established 1st May, 1883) total paid ...	£10,169
No. of Contributing Members... ..	30,769
No. of Pensioners	238

I look back with much satisfaction to my long connection with the members of these societies, with whom my relations were always most cordial. I had managed to work smoothly with the delegates throughout, even in face of some of the elements of unsettlement that working men of a certain type entertain towards anything like restrictive regulations, no matter how beneficial the action of such regulations may be towards the mass of the members.

At the monthly meeting in July, at which my intended retirement was intimated, a highly complimentary minute was passed, and at the subsequent Annual Meeting of the delegates of the societies, I was invited to attend at Euston, and was presented with a handsome cut glass and silver mounted claret jug, subscribed for by the present and past delegates and the clerical staff of the society. The presentation was made by Mr. Edward Jones, Station Master of Bangor, an old servant of the Company, and one of the oldest delegates of the societies, expressing in very kindly terms their sense of my services, and regret at my leaving them. The claret jug bears an “encircling inscription,” reiterating these kind sentiments. The members of the societies have in subsequent years elected me one of their standing arbitrators.

The motto for me during this month of July, might well be “official farewells,” as at one meeting in succession to another, it became necessary to announce my retirement. The West Coast Conference, the **Official Farewells, July, 1895.** West London Extension Committee, and the London and North-Western Officers’ summer gathering at the Metropole, gave me a most kindly farewell.

On the 11th July, at Oban, I met the Members of the Railway Clearing House Superintendents, for the last time, as the Representative **R.C.H. Superintendents Conference.** Officer of the London and North-Western Company. A large number of the Superintendents were present, the respective Companies being thus represented:—

Mr. Garrow, Highland Railway, in the Chair.

Mr. Vincent (for Mr. Evans) Barry Railway.	Mr. Thomson (for Forbes), London, Chatham and Dover.
Mr. Kempt, Caledonian Railway.	Mr. Chalk (for Bullock), London, Tilbury and Southend.
Mr. Gough, Cambrian.	Mr. Webster (for Haig Brown), Manchester, Sheffield and Lincolnshire.
Mr. Meldrum, Cheshire Lines.	Mr. Macaulay, Mersey Railway.
Mr. Lawson, City of Glasgow Union.	Mr. Mugliston, Midland.
Mr. Prior, Cleator and Workington.	Mr. Cunning, Midland & Great Northern Joint Committee.
Mr. Mossop (for Ramsden), Furness.	Mr. Griffith, Neath and Brecon.
Mr. Noble, Garstang and Knot End.	Mr. McIlvenna (for Deuchars), North British.
Mr. Cockburn, Glasgow and South-Western.	Mr. Steel (for Welburn), North Eastern.
Mr. Drury (for Nettleship), Great Eastern.	Mr. Dunn, North London.
Mr. Pick (for Cockshott), Great Northern.	Mr. Rice (for W.D. Philipps), North Staffordshire.
Mr. Ross (for Reid), Great North of Scotland.	Mr. Buckmaster, South Eastern.
Mr. Bell, Great Southern & Western (Ireland).	Mr. Carne, Southwold.
Mr. Allen, Great Western.	Mr. Colman, West Lancashire.
Mr. Noble (for Vincent Hill), Hull and Barnsley.	Mr. Cartwright, Wrexham, Mold & C. Q.
Mr. Marriott (for Nicholson), Lancashire and Yorkshire.	
Mr. Neele, London and North-Western.	
Mr. Bainton (for White), London and South-Western.	

The record of the Meeting states that—

“Before the close of the business, Mr. Neele announced his approaching retirement, stating that after 31st July his connection with the London and North-Western Company would cease, and that consequently this would be the last Meeting he would attend in his official capacity. The announcement was received with much regret, and the Chairman and Messrs. Mugliston and Allen spoke in warm terms of Mr. Neele. It was unanimously agreed by the Members of the Conference to place on record their high estimation of Mr. Neele’s ability and sterling worth, and their appreciation of the wise counsel and uniform courtesy displayed by him during his long connection with the Conference.

“The Secretary was instructed to communicate this minute to Mr. Neele, together with an earnest hope by one and all that he may enjoy for many years his well earned retirement.”

The last Meeting of the London and North Western and Great-Western Joint Officers’ Conference, which I attended, was held 19th July, at the Grand Atlantic Hotel, in Weston-super-Mare, and my confrères of the Great Western Company did not allow the occasion to pass without many kind references to my long association with them. At the following Amalgamated Joint Directors Committee, London and North-Western Railway and Great-Western Railway, Lord Emlyn was good enough to state, by special minute, that he desired on his own behalf, and on behalf of the other Great-Western Directors, who are Members of the Joint Committee, to express his and their regret at the retirement of Mr. Neele, Chief Passenger Traffic Superintendent, London and North-Western Company, to whose ability and conciliatory manner, his Lordship bore testimony.

In sending me the copy of this minute, Mr. J. Wait, the Secretary to the Joint Committee, very kindly begs to be allowed to add his voice to the general expression of regret, and to wish me, most sincerely, all the happiness possible in my retirement.

A chat with Lord Emlyn, at the close of the meeting, was a pleasant

termination to our business relations; on speaking of activity along the line, and of my having kept the men up to the mark, in the past, and that now I should no longer have the opportunity of stirring them up. You think, said he, however much the men may have looked on you in the past as a "live volcano," now you will seem to them only an "empty crater!"

The Directors of the Lancashire and Yorkshire Railway, who generally organized a summer excursion connected with Fleetwood, kindly invited me to join the steam trip they made jointly with the London L. & Y. and L. & N. W. Joint and North-Western Directors. We left Liverpool by the Excursion steamer "Duke of Lancaster," and through a rough night voyage reached the Scilly Isles; many of our party visited Scilly Isles and Guernsey. Tresco Abbey; in the afternoon, Colonel Dorrien Smith, "the King of Scilly Islands," returned the call, and dined on board.

At four o'clock next morning, we sailed from Scilly, and had a pleasant voyage to Guernsey, but were unable on arrival to enter the small harbour, as the mail steamer was overdue, and we had to allow it priority. At length we landed, and had a very interesting drive to Gouffre Hotel, and round the Island, terminating the excursion by a visit to Mr. Le Marchants residence.

During the night, our steamer grounded in the harbour, and when the tide served both the propellers were found to be obstructed by one of our hawsers. The long delay that took place in dealing with this difficulty put off our starting till 10.30 a.m., and interfered with our intended visit to the Docks at Southampton, where we hoped to see the "St. Louis" start for New York. We met her as we approached the Needles. Mr. Scotter, at Southampton, had most courteously prepared a special train to take those of our party who were making their return to London, and under his personal care we made an excellent run up to town, thus terminating a most interesting trip—both the Scilly Isles and Guernsey being entirely new ground to me.

Two of the Directors who had long been associated with the Board—Mr. W. C. Brocklehurst, sometime M.P. for Macclesfield, and Mr. Edmund Howard Sykes, of Stockport, the former having been nineteen years and the latter sixteen years on the roll of Directors—resigned through ill-health; and at the last Northern Committee I had to attend, held in Manchester, 30th July, their two successors made their first appearance—Mr. W. H. Houldsworth, of Manchester, and Mr. Edward Beckett Faber, of Leeds. Mr. Brooke was in the Chair, and the Directors were good enough to pass a very kind minute of regret at my retirement. Mr. Brooke has since become Sir Thomas, and Mr. Houldsworth, who now represents the North-West Division of Manchester in Parliament, has also obtained a similar distinction. At the close of the meeting I made my last return official journey up to town in company with Mr. Faber, who was making his first in a directorial capacity.

Next day, 31st July, at the Southern Committee, Mr. Holland Hibbert—the Chairman, expressed, on behalf of the members, the regret they felt that

the report read on the working of the trains would be the last which they would receive from me, owing to my retirement from the service. This 31st July was the last day of my responsible duty at Euston. I was requested to attend a farewell gathering of all my clerks and out-door assistants in the Board Room. The meeting was organized by my Chief Clerk, Mr. T. F. Burke.* It gave me the opportunity of thanking them all in person for the services they had so constantly and conscientiously rendered to me, enabling me to place entire confidence in them to carry out thoroughly the allotted portions of their respective duties and departments. On their behalf an address was read, and with a hand-shake all round, and best wishes for the future, the meeting terminated. A copy of the address was subsequently given to me, engrossed in a handsome case, signed by the whole fifty-three in alphabetical order. Mr. Thomas Hyde and Mr. A. J. Stuttaford, two of the leaders in the office, acted as secretaries, and forwarded the kindly worded document with their own personal acknowledgments.

**Last
Attendances,
Northern and
Southern
Committees.**

**Farewell
Gathering of
my personal
staff at
Euston.**

The following statistics were handed to me by Mr. John Partington, giving some interesting facts and figures as to the London and North-Western Railway at the time of my leaving the service :—

**L. & N. W.
Statistics,
30th June, 1895.**

LONDON AND NORTH-WESTERN RAILWAY.

Capital	£116,000,000
Annual Revenue (including Mails and Parcel Post) ...	£11,600,000
Annual Expenses... ..	£6,450,000
Number of Engines	2,750
„ Wagons	62,000
„ Carriages	7,900
„ Horses	3,800
„ Carts	3,900
„ Steam Vessels	20
Miles operated (wholly or partly owned, if line, 3,800)	2,800
Number of Stations	800
„ Train Miles run annually	41,500,000
Annual Number of Passengers carried (exclusive of Season Tickets)	70,000,000
Estimated Number of Journeys made by Season Ticket Holders (Annually)	20,000,000
Annual Tonnage carried	37,250,000
Tonnage of Railway Tickets used	60
Number of Persons Employed	66,000

* Mr. Burke was subsequently appointed Resident Representative of the Company in Paris. Ill-health obliged him to return to England. He died after a short residence at a sanatorium in Gloucestershire on 11th February, 1902.

The Board of Directors when I went out of office consisted of the following gentlemen, and it will be seen that not one of those who constituted the Board in 1861, when I entered the service, remained to the Board of Directors, 1895. the date when I left. The Duke of Sutherland in 1895 was the son of the Duke whose name appears in 1861.

BOARD OF DIRECTORS.

The Right Honourable Lord Stalbridge, Chairman.

John Pares Bickersteth, Esq., } Deputy Chairmen.
William Cawkwell, }

John Bateson, Esq.
John Albert Bright, Esq., M.P.
Ralph Brocklebank, Esq.
Thomas Brooke, Esq.
Philip Henry Chambres, Esq.
William Edward Dorrington, Esq.
Edward Beckett Faber, Esq.
Alfred Fletcher, Esq.
Theodore Julius Hare, Esq.
Hon. Arthur H. Holland Hibbert.
William H. Houldsworth, Esq., M.P.
Thomas Henry Ismay, Esq.

The Hon. Charles Napier Lawrence.
Right Hon. Lord Loch of Drylaw.
Hon. William Lowther.
Colonel Lewis Vivian Loyd, M.P.
Miles MacInnes, Esq., M.P.
Rt. Hon. David Robert Plunket, M.P.
Oscar Leslie Stephen, Esq.
The Duke of Sutherland.
William Tipping, Esq.
Henry Ward, Esq.
Francis S. P. Wolferstan, Esq.

At the meeting of the Board on 19th July, at which my desire to retire from the service was reported, this minute was passed, and a copy handed to me :—

Resolved,—That in accepting Mr. Neele's resignation of the position of Superintendent of the Line, the Directors express their regret at the necessity he has felt for his decision, after such a long and valued service to the Company, extending over a third of a century, and preceded for many years by an engagement with another Company having friendly relations with this Company, and desire to record their high appreciation of the zeal and ability with which he has discharged the important duties he has had to perform.

Minute of
Board
of Directors,
19th July, 1895.

Shortly afterwards, the courtesy of a special invitation to dine with the Directors at Euston Hotel was extended to me. Lord Stalbridge was in the Chair. Only two toasts were given, "The Queen," and my health. In replying, I endeavoured to condense as shortly as possible a sketch of my railway career, and to express my best thanks for the kindness I had ever received from the entire Board.

It was with regret that I said "Good-bye" to the distinguished gentlemen who formed the Board of Directors; but I received from them then an assurance that I should be welcome at any time to their luncheon gatherings at Euston, a fact which I have frequently verified since that day, and a pleasant chat with one and another of them has been a concomitant of every visit.

My brother-officers did not allow me to leave the service without

according to some permanent token of their esteem, and I daily appreciate the kindness and thoughtfulness of their selection. It took the shape of a horse and landau, with complete equipment of harness and fittings. Messrs. Turnbull, Shaw, and Bishop made the presentation, with a few appropriate words; and it was accompanied by a beautifully bound vellum address, with the names of the following chief officers appended:—

**Presentation
from Officers
and Salaried
Staff of
the Company.**

F. Harrison.	Frank Ree.	James Shaw.
Thomas Houghton.	Harry Footner.	Francis Stevenson.
William Fewkes.	Francis W. Webb.	Charles Hull.
Charles H. Mason.	Robert Turnbull.	Henry Taylor.

and upwards of 600 others in all departments.

Another presentation which I highly appreciated was the parting remembrance given to me by the conductors and guards of the West Coast and London and North-Western Railways. The duties of these men brought them almost daily into touch with myself and my train office; to me they made their regular reports, copies being sent to Mr. Kempt, the Superintendent of the Caledonian Line. They were men selected for their promptitude, their address, their smart appearance; their skilled knowledge of the best marshalling to be adopted for the vehicles under their charge; of the steps to be taken in case of accident; and their personal capability of so dealing with passengers as to ensure their patronage of the route.

**Presentation
by
Guards and
Conductors.**

It devolved on me personally to examine all the men who were appointed "guards," and to pass them or reject them after inspection and examination. I varied my questions, and tested them on subjects with which they were expected to be capable of dealing, ranging from the routes to towns and cities, to the rules for working the brakes, and the steps to be taken with troublesome passengers; but in all cases brought under review how they were to deal with accidents to their trains (possible, as I urged on them, at any moment) blocking two or even more lines, giving them some puzzling situations. From these men the West Coast conductors and guards of Irish mails and express trains have from time to time been selected; and a deputation of them waited on me, in October, and presented me with a highly tasteful silver epergne, accompanied by an illuminated address, signed, on behalf of the subscribers, by Henry Watson, as Chairman; Joseph Rayner, Hon. Treasurer; and J. Conway, as Hon. Secretary.

In October, I was requested to meet the Superintendents of the various Lines of Railway of England, Scotland, Wales, and Ireland, together with representatives of the Steamship Lines interested in the cross-channel excursion and traffic arrangements between England and Ireland. The gathering took place at the Clearing House—under the presidency of Mr. Garrow, Chairman of Conference

**Presentation
from
Superintendents
Conference,
R.C.H.**

for the year, Superintendent of the Highland Railway—and I was there presented with a very handsome and highly artistic silver embossed tea and coffee service, with urn, as a farewell gift from my late colleagues; together with an illuminated address on vellum, signed by the Superintendents of every Railway Company in Great Britain and Ireland.

Mr. Garrow's speech was a most kindly, I had almost said affectionate, speech; and I was much touched by the cordial reception it met with, and with the tenor of the remarks made by those of my railway confrères who followed Mr. Garrow.

In taking my farewell, I felt I was severing a business tie which had been an interesting and attractive portion of my railway life, and that I was parting company with many who for years had been "chief friends." Their numbers are now sadly, though slowly, diminishing; but an occasional visit to the quarterly gatherings keeps me in touch with the active survivors.

It became known, towards the close of the year, that Mr. Cockshott, of the Great Northern, was resigning his post at the end of December; and

Mr. F. P.
Cockshott.

Mr. J. M. Cook.

Mr. John M. Cook made to us jointly the very kind proposal that we should both become his guests, and accompany him in one of his Nile trips, a most friendly recognition on his part of business activity, for it could not be said that either of our Companies had ever acted in such business relations to him as the Midland Company or the North British had done, but rather in opposition. For some reason—fortunately, perhaps, as the event proved—Mr. Cockshott hesitated to face the trip, and the idea was accordingly abandoned.

The Superintendents determined to make Mr. Cockshott a similar presentation to my own, but he selected for his souvenir an oil painting of a scene on the coast. This was presented to him at a meeting of the Superintendents, to which I was invited; and being one of those selected to speak, I commenced by reversing one of Shakespeare's well-known passages by saying "we were there fortunately not to bury Cockshott, but to praise him."

This took place on the 22nd January, 1896. A fortnight afterwards the startling news of his sudden and totally unexpected death from syncope reached us; and, alas! the next gathering of his old railway friends was around his grave.

Mr. J. M. Cook very courteously renewed his invitation to me to become his guest, and join in an excursion to Egypt in the year 1898; and, under his kind hospitality, a trip up the Nile, as far as Abu Simbul, near Wady Halfa, is to me a very pleasant memory, but now saddened by the fact that both Mr. Henry Cook, of the Furness Railway, my fellow voyager, and Mr. J. M. Cook, our host, have passed away.

I had hoped that during my last year of office the task of the final revision of the Standard Rule Book would have been brought to a close, but this was a

**Final issue of
New Standard
Rule Book,
delayed till
1st Nov., 1897.**

hope doomed to disappointment. It was not till March, 1896, that the Report of the Committee was issued, a bulky document of 280 pages (which I have had the opportunity of seeing), divided into two parts; the first shewing, in parallel columns, the present rule compared with those proposed; the second portion, 170 pages, giving the new rules *in extenso* and numerous appendices; the latter consisting of groups of separate regulations for Vacuum and Westinghouse Brake, Block working, Train Staff and Tablet, Pilot Guard, Slip Carriages, etc., avoiding repetitions in the Rule Book by thus grouping the special instructions.

On the disputed points as to colour of night signals, Red remains the "Danger" signal colour, Green is an indication of "All right," White, as a signal, being entirely abandoned.

The order for observance of distant signals reads: "When an engine driver finds a distant signal at danger, he must reduce speed and proceed cautiously towards the Home signal, being prepared to stop if necessary."

Uniformity of terms and definitions, on which the Board of Trade Inspectors laid such stress, is effectually carried out in the codes and appendices for block working. The code of bell signals is an extension by subdivision of the standard beats formerly agreed to; no voice appears to have been raised against the principal of divided beats with pauses between; in fact, the signalmen had become perfectly acquainted and familiar with such a system.

It was not till April, 1897, that the new Standard Rule Book obtained the General Managers' final approval to come into force on 1st November of that year. Had it been my good fortune to have been present when the Standing Committee on Rules and Regulations passed their final vote of thanks to the members of the Special Sub-Committee who, with infinite pains, carried through this very able and complicated revision, no one would have joined more warmly than myself in passing such a well-deserved acknowledgment of the plod and patience and thoroughness, which characterised their work.

Year after year brings its diversified record of appointments, disappointments, advancements, retirements, successes, failures, and deaths. The gatherings round the Conference tables, either at Euston or at the Clearing House, shew many new faces, and memory recalls many missing ones. At Euston Mr. Houghton has given place to Mr. Haywood, as Secretary; Mr. Frank Stevenson's death has made way for Mr. Thornhill to succeed him as Chief Engineer; Mr. Fewkes, Mr. Viner, Mr. Webb, Mr. Whittle, are withdrawing from active service. While at the Clearing House the course of years has left a long record of changes on other Lines.

**Subsequent
Changes,
1895-1900.**

In 1895 Mr. C. Tait's death made way for Mr. Macaulay as his successor on the Mersey Railway; Mr. C. E. Cockburn succeeded Mr. Cooper (Glasgow and South-Western Railway); and the Conference welcomed to their table the son of one of their old members.

In 1896 Mr. Alexander succeeded to Mr. Cockshott's position on the Great Northern; Mr. Smedley's death is recorded next year; Mr. H. G. Drury became Superintendent of the Great Eastern on Mr. Nettleship's decease; the North-Eastern Line had another change through the death of Mr. Welburn, Mr. P. Burrt succeeding him; and the Brighton Line was represented by Mr. Greenwood as successor to Mr. Richardson.

In 1899 Mr. White (London and South-Western) died, and was succeeded by Mr. S. Fay, whose place as Manager of the Midland and South-Western Joint Railway, was taken by Mr. Purkiss, to be in turn succeeded by Mr. Davies from South Australia. In the same year, one of the oldest representatives at the Conferences, Mr. E. J. Cotton (Belfast and Northern Counties Railway) died; he had been a stalwart authority on all matters connected with the traffic of the North of Ireland and of the Larne and Stranraer route. Mr. W. Thomson, on Mr. Buckmaster's death, became Superintendent of both the South Euston and London Chatham and Dover Lines.

In 1900 Mr. Deuchar, known as the "singular" namesake of Mr. Deuchars of the North British Company, became Superintendent of the Great North of Scotland Railway in succession to Mr. A. G. Reid; my old friend of the Deeside Railway, having been appointed General Manager of the Dublin, Wicklow, and Wexford Line.

The Minutes of the Clearing House shew the Chairman of the Superintendents' Conference for the undermentioned years to have been:—

1864—H. Blackmore, L. & Y.	1878—E. W. Verrinder, LSW	1892—W. L. Mugliston, Mid.
1865—G. N. Tyrrell, G. W.	1879—J. Maddock, L. & Y.	1893—J. H. Nettleship, G. E.
1866—E. M. Needham, Mid.	1880—Thos. Robertson, High	1894 { D. Cooper, G. & S. W.
1867—A. Christison, N. E.	1881—J. Mathieson, G. S. W.	1894 { J. H. Nettleship (2 nd time)
1868—G. P. Neele, L. & N. W.	1882—E. M. Needham (2 nd time.)	1895—W. Garrow, High
1869—Henry Ward, Cal.	1883—A. Christison „	1896—John Welburn, N. E.
1870—F. P. Cockshott, G. N.	1884—G. P. Neele „	1897—R. Haig Brown M. S. L.
1871—W. Bradley, M. S. & L.	1885—G. N. Tyrrell „	1898—F. J. Dunn, N. L.
1872—W. Roberts, Highland	1886—Irvine Kempt, Cal.	1899—C. J. Nicholson, L. & Y.
1873—J. McLaren, N. B.	1887—F. P. Cockshott (2 nd time.)	1900—R. Turnbull, L. & N. W.
1874—C. Lockhart, N. S.	1888—Jas. McLaren „	1901—Irvine Kempt (2 nd time)
1875—H. Cook, Fur.	1889—D. Meldrum, Ches. L.	1902—J. Alexander, G. N.
1876—Jas. Robertson, G. E.	1890—A. G. Reid, G. N. S.	1903—D. Deuchars, N. B.
1877—Mortimer Harris, L. C. D.	1891—N. J. Burlinson, G. W.	1904—H. G. Drury, G. E.

Having been connected for so many years with the Superintendents of the Railways of the United Kingdom at these Conferences, it is a source of gratification to see so many of them attaining to high distinction in railway life, and filling the ranks of General Managers successfully. The names of Mr. Aslett, Mr. Cooper, Mr. Dunn, Mr. Fay, Mr. W. Forbes, Mr. Vincent Hill, Mr. Mathieson, and Mr. Reid, are standing instances of the practical benefits of the official training and business development connected with the education of the "Railway University," as the Superintendents and Goods Conferences have not inaptly been described by one who like myself could say—

"Quorum pars parva fui."

QUEEN VICTORIA'S RAILWAY JOURNEYS.

CHAPTER XVI. 1843—1861.

Queen's First Journey by London and Birmingham Line—Visits to Stamford and Stowe—Unexpected Journey, Fleetwood to London—First Railway Journey from Scotland to London—Scotland to Gosport by Birmingham and Gloucester—Border Bridge at Berwick—First Journey from King's Cross—Visits to Liverpool and Manchester—Britannia Bridge—Shrewsbury and Birmingham to Slough—Tamworth and Holyhead—Kew route to Windsor—Birmingham, Aston Hall—Edinburgh to Bangor—Mr. Cawkwell's First Journey in charge—Aboyne, on Great North of Scotland—First Journey throughout by Railway Narrow Gauge from Scotland to Gosport—My First Experience at Bushbury—Last Journey by East Coast route—Prince Consort's last Journey.

IN the preceding notes of railway life I have refrained from alluding to the services my position, as Superintendent of the London and North-Western Company, has enabled me to render in connection with the various railway journeys made upon the line by Her Most Gracious Majesty Queen Victoria, of revered memory, but in the three following chapters will be found a fairly comprehensive record of Her Majesty's journeyings, principally between England and Scotland, in which in later years the London and North-Western route formed a conspicuous feature, and in which no inconsiderable portion of responsibility fell to my personal lot.

So far as I have been able to trace, the first occasion on which the Queen and Prince Albert travelled on the London and Birmingham Railway was on the 28th November, 1843, when a visit was made to Sir Robert Peel, at Tamworth. Leaving Windsor Castle by road, the Royal party drove by way of Harefield to Watford, twenty-two miles, arriving shortly before 11.0. They were received at Watford Station, which was at that time situate close to the bridge on the high road leading to St. Albans, by Mr. Glyn, the Chairman of the Railway Company, Mr. Creed, the Secretary, and Mr. Hardwick, the Architect. The papers of the day state that the staircase leading to the platform, which was situate in a deep cutting, was covered with crimson cloth. The Royal party remained in one of the waiting rooms, very elegantly fitted up for the occasion, for about twenty minutes, while some of the Royal road-carriages were placed on carriage trucks which formed part of the train. A handsome and luxurious carriage had been "quickly provided" for the use of the Queen, and it was placed in the middle of the special train, which consisted of five carriages and three trucks. The Directors travelled with the train, which stopped at Wolverton, where the Queen and Prince Albert alighted for refreshments. Thence the train proceeded *via* Rugby to Hampton, the junction for the line to Tamworth—for the Trent Valley was

**The Queen's
First Journey,
on London and
Birmingham
Line from
Watford,
28th Nov., 1843.**

non-existent—and at Hampton, the engine and the officers were changed. Her Majesty, on this occasion, visited Tamworth, Lichfield, and subsequently proceeded to Derby and Chesterfield *en route* to Chatsworth. On return, at the close of the Royal visits, the railway journey was made by the same route ; at Wolverton the Royal party were met by the Duke of Buckingham, at Watford by Lord Clarendon ; a journey by road, from Watford to Windsor, concluding the visit.

In November of the following year, 1844, the Queen and Prince Albert made their first journey from Euston Station on their visit to the Marquis of

First Journey from Euston Station, November, 1844. Exeter, at Burghley House, near Stamford. A special suite of rooms, situated near to a private entrance from Cardington Street, was used for the reception of the Royal party, and was subsequently kept in reserve for such occasions. The rooms are reported to have been “recently fitted up in a style of great splendour, chastened by excellent taste,” and there the Chairman, Mr. Glyn, and one or two other Directors, Mr. Creed, the Secretary, and Captain Bruyeres received the Queen and the Prince, who took their seats in the magnificent state carriage, “richly embellished, and having undergone considerable alteration since Her Majesty used it on the previous occasion.”

The train consisted of four or five carriages only. It left at 9.20 a.m. On arrival at Tring, the distance, thirty-one-and-three-quarter miles, having occupied fifty-three minutes, Colonel Arbuthnot requested that the speed should be slackened, so as to avoid over-running the appointed time. The point at which the Queen was to leave the railway was Weedon, and the distance thence to Stamford was performed by road. At the termination of the Royal visit, a day or two afterwards, the train arrangements were carried out by the same route back to Euston.

Shortly after, on 15th January, 1845, the Queen visited the Duke of Buckingham at Stowe, the train for her conveyance being run from Euston to Wolverton, returning on 20th ; Mr. Glyn and Captain Bruyeres in attendance on behalf of the Railway Company.

Her Majesty's marine residence in the Isle of Wight, and her fondness for sea voyaging, caused most of her autumn excursions to have their start from Osborne. Her published diaries will shew to what an extent the Royal yachts came into requisition, but occasionally a railway journey was associated with the arrangements. The first railway journey from Scotland, in 1848, mentioned below, was entirely unexpected, and it would also appear that the railway journey at the termination of the autumn trip in 1847 (September 21st, 1847) was quite an undiscussed development. The Queen's

Unexpected Journey from Fleetwood, 21st Sept., 1847. journal with reference to it relates how, at the conclusion of one of the yachting tours from the Western side of Scotland, very rough weather was experienced, and it was decided to leave the Isle of Man, to make for Fleetwood and disembark there *en route* for London. In the reports of the day the

place of debarkation is called "the New Port of Fleetwood." It must be recollected that there were no telegraphs available at this time, and but little notice could possibly be given of the Royal requirements.

A somewhat similar termination to the Royal yachting cruise in the following year, 1848, led to the iron road being resorted to, and I am indebted to the late Mr. George Graham, the Engineer of the Caledonian Railway (my frequent fellow traveller accompanying Royal journeys), for the record of this the first journey so made by Her Majesty from Scotland to England. It took place in September, 1848. It will be seen that it was made at a time when the through service from Aberdeen was non-existent; nor had the telegraph system then extended towards the north sufficiently to have enabled the railway authorities to make use of it in arranging the running of the totally unexpected, but highly important, special train.

"All's well that ends well," is an oft repeated proverb. On this occasion, on the lines north of Perth, then scarcely open for regular traffic, there was—so Mr. Boyle, late Station Master of Aberdeen, who was at the time engaged on the railway, told me—a very narrow escape of trouble through a blunder in single line working; but, he added significantly, "there were no newspaper reporters about in those days."

The following is a copy of Mr. Graham's note:—1848. On the morning of Friday, September 29th, the day appointed for the Queen, with Prince Albert, to embark from Aberdeen, a dense fog shrouded the mouth of the harbour, and extended far along the coast, presenting an evident source of danger to Her Majesty in the voyage by sea. About half-past twelve noon, on that day, intimation was sent to the Engineer, Mr. Errington, of the Aberdeen Railway, then in course of construction, who happened at the time to be in Aberdeen, that Her Majesty had determined to change the plan of her journey, and to return by land instead of by sea. Mr. Ker, the Assistant Engineer, was instantly despatched by coach to Montrose, the extreme northern point to which at that time the railway was open unbroken to the south.

**Unexpected
Journey,
Montrose to
London.
29th Sept., 1848.**

From Montrose to Perth the arrangements had to be made only half-an-hour before the Queen's arrival. It was a wet foggy night. Some little difficulty—probably that referred to by Mr. Boyle—arose in connection with single line working between Forfar and Glamis, but the fifty miles to Perth were made under two hours.

Notice was sent from Perth to Carlisle in the night, and the train left Perth about 10.30 on Saturday morning. The run to Carlisle, 150 miles, with four stoppages, was accomplished in four-and-a-quarter hours. At Carlisle the Queen rested a short time, and at 3.0 p.m. the train left for the south, reaching Crewe at 7.0 p.m., making four stoppages, that at Lancaster being of some

**The Queen at
Crewe Station,
30th Sept., 1849.**

duration, to receive an address from the Corporation. The Queen slept at Crewe that night, and left at the early hour of 7.0 a.m., reaching London about 11.0 a.m. The train consisted of six carriages and trucks. Her Majesty made the journey in the same carriage throughout, an Ordinary 1st Class Carriage of the Aberdeen Company. "As there was no time for any special provision, the locomotives and every other service was of the ordinary description furnished to the public and in daily use."

Mr. Errington is said to have arranged the train running from Montrose to Carstairs Junction, on the Caledonian Line; thence to Crewe Mr. Locke had the responsibility; and from Crewe to London, Mr. Trevithick.

The *Railway Chronicle* of October 8th, 1848, commenting on this journey, says:—

"Between London and Aberdeen there are no fewer than six railways allied with the London and North-Western in policy and associated with it in management. These lines have the advantage of being under the direction of Messrs. Locke and Errington, as Engineers, throughout for 400 miles North of Birmingham, and of Mr. Robert Stephenson for the remainder of the distance to London. These lines are as follows:—

Aberdeen Railway	...	...	...	...	18 miles.
Scottish Midland	...	...	...	...	33 "
Scottish Central	...	...	...	...	45 "
Caledonian	...	...	...	...	105 "
Lancaster and Carlisle	...	...	...	...	90 "
London and North-Western	...	...	...	...	209 "

Total of the Queen's journey ... 500 miles.

"When it is known that over this distance Her Majesty was conveyed, without any previous notice, at the rate of thirty-five miles an hour, including stoppages, at a rate amounting to, but not exceeding at any time, fifty miles an hour, over a country rising twice to an elevation of 1,000 feet above the level of the sea, and descending at intermediate stations nearly to the level of the sea, and so conveyed without the slightest alarm or cause for danger, we may be permitted to say that the railways of England, under their present system of management, have reached an amount of perfection, regularity, and security unsurpassable and almost unhoped for."

In 1849, the Queen's yachting tour afforded her first visit to Ireland, and terminated on the West Coast of Scotland. On return from Balmoral, the Royal party posted to Cupar Angus, where they joined the railway and stayed at Earl Grey's seat at Howick. The London and North-Western state saloon was used on the journey, which was made *via* Newcastle and Darlington; the Tweed at Berwick being crossed by

a temporary bridge in use while the Border Viaduct was in course of construction. A halt was made for the night at Derby, where Her Majesty stayed at the Midland Hotel. From Derby the route adopted was *via* Whitacre to Hampton. From Hampton to Birmingham the North-Western (London and Birmingham) Line was used, and at the lift sidings (see page 25) the re-transfer to the Midland was made; addresses being presented in heavy rain to Her Majesty and to Prince Albert from the Birmingham authorities, the Members of Parliament, Messrs. Muntz and Schofield (under umbrellas), being introduced to the Queen by Sir G. Grey. From Birmingham to Gloucester the Midland Railway authorities took charge; there the broad gauge had to be adopted, Mr. Saunders and Mr. Seymour Clarke being in evidence. At Basingstoke the narrow gauge was resumed; and the Royal train reached Gosport under the care of Mr. Stovin, the Manager of the South-Western Railway.

1850. The down journey of Her Majesty to Scotland on August 27th, 1850, is mentioned in Mr. Bruyeres' memoranda to Mr. Bedford, ordering that all the police (signalmen) along the line are to have their white gloves on, to stand at attention, and salute the train as it passes. The Queen and Prince Albert travelled from Euston, starting from the private platform adjoining the Parcel Office. The train left half-an-hour behind time, owing to a special stop made at Esher, on the South-Western Line, to enable Prince Albert to pay a visit of condolence to the ex-Queen of the French at Claremont, Louis Philippe having died on the previous day. Mr. McConnell was on the engine of the train from Euston, which only occupied one hour and five minutes in the run to Wolverton (fifty-two miles). At Rugby the Midland took over the train. Her Majesty visited the Earl of Carlisle at Castle Howard, proceeding next day to Newcastle, where the High Level Bridge of the York, Newcastle, and Berwick Line was "inaugurated;" and subsequently she passed over the Royal Border Bridge at Berwick and "inaugurated" it also; the East Coast route being by these bridges made a continuous one from England to Scotland.

The return journey was made early in October, commencing at Stonehaven; and the memorandum furnished to me by the late Mr. Woodhouse gives the particulars of the journey from Edinburgh to the South. Knowing the interest I took in the subject of Her Majesty's journeys, Mr. Woodhouse handed me the original letters of Captain Huish to him, giving instructions for the special precautions and arrangements to be adopted on this Royal journey from Edinburgh to London, as well as those referring to a subsequent one in the following year. From these papers I find it laid down that on October 11th, 1850, Her Majesty was to travel from Edinburgh to London, *via* York, Derby, and Rugby, thus:—

Her Majesty
passing through
Birmingham,
1849.

From Euston,
20th Aug., 1850.
—
High Level
Bridge,
Newcastle,
inaugurated.

Queen from
Scotland.
—

Edinburgh to
Euston,
11th Oct., 1850.

MILES.			a.m.	MILES.			p.m.
	Leave	Edinburgh ...	8 0	232	Arrive at	Normanton	1 50
29	Arrive at	Dunbar ...	8 45	264	„	Eckington ...	2 45
58	„	Berwick ...	9 30	295	„	Derby ...	3 20
89 $\frac{3}{4}$	„	Lesbury ...	10 15	320	„	Syston ...	4 0
123	„	Newcastle ...	11 10	344 $\frac{1}{2}$	„	Rugby ...	4 40
			noon.	374 $\frac{1}{2}$	„	Wolverton ...	5 20
165	„	Darlington ...	12 10	427	„	London	
			p.m.			(Euston Stn.)	6 30
208	„	York ...	1 15				

The instructions issued for this journey between Rugby and London enumerate specified places at which certain trains are to “remain” until the Royal train has passed, and order that no ballast train is to work on the up line after the passing of the 12.30 noon passenger train from Birmingham.

They throw on to Mr. Grew, who was Station Master at Rugby, the duty of ascertaining by telegraph how the Royal train is running from Derby, and to telegraph its departure from Rugby to Wolverton, Tring, and Euston, so that the trains may be shunted sooner than intended should it be necessary to do so.

Mr. Grew is further instructed to regulate his instructions to the guard and driver of the 11.15 from Liverpool in accordance with the telegraphed tidings of the Royal train; but, adds Mr. Bruyeres in his printed instructions, “I think it will be able to get to Bletchley.”

The usual police arrangements are to be made along the line as on the occasion of Her Majesty’s former journeys; and persons wishing to see the Royal train pass may be admitted to the down platforms, but not to the up.

In 1851, Her Majesty adopted the Great Northern route from London for the first time; and on the 27th August, under the careful guardianship

of Mr. Seymour Clarke, the Queen and Prince Consort started at 2.0 p.m. from Maiden Lane (for the King’s Cross terminus was incomplete) and travelled *via* Peterborough, Boston, and Lincoln—the only route then open—to Doncaster, where they stayed for the night at “The Angel.” Next day they left Doncaster as early as 8.45, and, proceeding to York, were transferred to the York, Newcastle, and Berwick Company, and reached Edinburgh at 3.30. The railways towards the North being open as far as Stonehaven, the Royal party travelled from that place by road to Balmoral.

On the return journey on 7th October, the Scottish Companies were not successful in maintaining punctuality, for at Forfar, one of the carriage trucks was found with the axles so hot, that the vehicles had to be unloaded and detached; further south, at Kirkliston, one of the steam pipes burst, and the train came to a stand, causing an hour’s delay; the public anxiety in Edinburgh, at the non-arrival of Her Majesty, was very great; a pilot engine was sent

Her Majesty’s
first journey by
Great Northern
route,
27th Aug., 1851.

Return from
Scotland to
Rainhill
(Liverpool),
8th October, 1851.

in search of the belated train. The Queen slept in Edinburgh that night; and next morning the Royal party started at 9.0 a.m. for their visits to the Earl of Derby, at Knowsley, and to the Earl of Ellesmere, at Worsley.

The journey, with the special regulations for the stations, both in the Liverpool and Manchester districts, is one for which Mr. Woodhouse had preserved the instructions, from which the running times, etc., are now copied.

It will be seen, that the Royal party stopped for luncheon, at Lancaster, and during the interval, the children were taken up to view John o' Gaunts Castle, which is but a short distance from the station.

The times laid down, are as follows :—

Running Times.	Miles.	
H. M.		Leave Edinburgh 9 0 a.m.
2 50	100	Edinburgh to Carlisle... .. 11 50 „
2 0	70	Carlisle to Lancaster 1 50 p.m.
1 0	—	Stop at Lancaster 2 50 „
0 40	21	Lancaster to Preston 3 30 „
1 0	30	Preston to Rainhill 4 30 „
7 30	221	

Supplementing this Time Table, the instructions lay down, that the Royal train will not stop at Preston, on the journey from the North, but will pass through the station at such speed as Mr. Norris (who will be upon the engine) shall direct, and the engines will be changed, as on the Queen's former journey from Fleetwood, at Farrington. No person will be allowed to accompany the Royal train but the Directors and officials in attendance.

The General Manager (Mark Huish), will be in attendance at Rainhill, and the public will not be admitted to that station.

Next day, Thursday, 9th October, the Queen appears to have left Liverpool, Lime Street, at 4.0 p.m., and travelled to Patricroft, 26½ miles—a run of forty-five minutes.

Lime Street departure platform was fenced off, and ten tickets for admission to the platform were placed at the disposal of each Liverpool Director. In the same way, the public were not admitted to Patricroft station, but ten tickets were issued to each of the Manchester Directors. This was the occasion on which Her Majesty, at Peel Park, in Salford, witnessed the assemblage of 80,000 Sunday School children.

**Queen's Visit
to Manchester,
and subsequent
journey to
London,
11th Oct., 1851.**

On Saturday, 11th October, the Royal train was appointed to leave Patricroft at 12 noon.

Running Times.	Miles.					
H. M.		Leave Patricroft	...	...	...	12 0 noon
1 5	35	Patricroft to Crewe, <i>via</i> Stockport	...	...	...	1 5 p.m.
0 48	25	Crewe to Stafford	...	...	...	1 53 "
1 20	50	Stafford to Rugby	...	...	...	3 13 "
1 47	65	Rugby to Watford	...	...	...	5 0 "
5 0	175					

Mr. Woodhouse was instructed to take charge of the train from Ordsall Lane to Crewe. The train would pass over the South Junction Line, from Ordsall Lane to London Road, and Mr. Kirkman, the Secretary and Manager of this little Joint Line (opened in 1849) is to cause the line to be kept quite clear. At Crewe, Mr. Woodhouse is to give up charge of the train to Mr. Norris, who in like manner is to hand it over to Mr. Bruyeres at Rugby. The whole of the arrangements, from the arrival of the Royal train at Rainhill till its arrival at Watford, will be under the personal Superintendence of the General Manager.

The train is to be telegraphed forward to every station. This order shews a marked advance in railway system, and compares in a striking manner with the crude orders a year previously. A pilot engine, bearing a flag, will precede the Royal train, ten minutes. The whole staff of platelayers, porters, police, etc., will guard the line during the Royal progress.

This very wide order of the General Manager is simplified in Mr. Norris' district instructions. All platelayers to be on duty as policemen and signalmen until after the Royal train has passed; all night and day men to be on duty at the different stations and crossings from 12 o'clock till Her Majesty's train has passed. The train was due to leave Crewe at 1.5, and it is ordered that no obstruction, of any kind, must be upon the line from one o'clock till the Royal train passes. No engine or wagon must be shunted on to the up line in the same interval, and no cart or vehicle of any description must be allowed to cross at any level crossing during the same time.

Mr. Woodhouse's circular to his Station Masters, was less restrictive. After laying down the due time at stations of the Pilot and the Royal train, he says: "You are directed to keep the line clear of obstruction, and make such arrangements as will prevent any interruption at your station."

At Watford the Royal party left the train, and posting by road reached Windsor at 7.0 p.m.

Next year (1852), the Royal party travelled, in August, from Gosport to Scotland by railway, following a route which scarcely touched the London and

North-Western. The London and South-Western was adopted as far as Basingstoke ; there carriages had to be changed, and the broad gauge made use of as far as Gloucester. Another change took place here, and the narrow gauge of the Midland was adopted ; the train running into Curzon Street Station, where, unlike the circumstances of 1849, the municipal addresses could be and were presented under cover ; then passing along the Lawley Street Viaduct, recently opened, the train proceeded to Derby, where again, Her Majesty stayed the night, and thence to Edinburgh and the North—Cupar Angus being the point at which the Royal party left the railway.

On October 12th, the Royal party returned, *via* Stonehaven to Edinburgh ; and next day by Caledonian route *via* Carlisle to Preston, where addresses were presented, and luncheon taken between 1.50 and 2.30, when the train left for Chester and Bangor, the Queen spending the night at the Penrhyn Arms Hotel. Next day, the opportunity was taken of inspecting the recently opened Britannia Tube, across the Menai Straits, the Royal party passing by road over the Menai Suspension Bridge, to Llanfair ; there the railway was utilized, and Her Majesty's saloon was taken to the Anglesey end of the tube. The Queen walked part way into the tube, and then the carriage which she entered was drawn through the tube by the workmen ; in the meantime, Prince Albert and the Prince of Wales walked over the tube, accompanied by Mr. Robert Stephenson, who afterwards took the whole party to the shore to view the underside of the massive structure ; then the Queen, under the charge of Mr. Binger and Mr. Norris, commenced the return journey to Windsor, by Chester and Holyhead Railway to Saltney Junction ; whence, following their newly-opened route, the Shrewsbury and Chester Company conveyed Her Majesty to Shrewsbury :—after luncheon, the Shrewsbury and Birmingham Company carried forward the train to Wolverhampton ; there, the London and North-Western Company took the train over the Stour Valley Line through New Street, Birmingham, to a point on the Gloucester Line, about half-a-mile towards Bordesley, where temporary platforms had been erected, and Her Majesty alighting at the point where this line passed over the recently opened Birmingham and Oxford Railway, walked down to the lower level, and travelled by the latter broad gauge line to Windsor—six separate railway systems being utilized on this journey.

1853. The next autumn excursion introduced Leamington, both going and returning, as the point of exchange with the London and North-Western system. On 27th August the Queen left Southampton shortly after ten, with Prince Albert, the Prince of Wales, and Prince Alfred, and travelled by London and South-Western Line to Basingstoke, where the usual break of gauge took place. Lord Granville, as Minister of State, met Her Majesty ; and Mr. Charles Russell, the Chairman, Mr. Brunel, the Engineer, and Mr. Saunders, the Secretary of the Great Western Railway, took charge of the Royal train

Visit to
Bangor and
Britannia
Tube,
October, 1852.

Journey from
Southampton,
via Leamington,
to Holyhead,
27th Aug., 1853.

onward to Leamington, where it arrived shortly after one ; and here a change back to narrow gauge was entailed. At Leamington a new state saloon carriage had been prepared by the London and North-Western Company, and it is reported that a novel mode of communication between guard and driver was applied to the train. A sketch of this special saloon appeared in the *Illustrated London News* of the day. It was built at Wolverton Works under Mr. Bore's personal inspection ; the colours of the interior silken fittings, a deep blue, having been selected by Her Majesty herself. The train travelled from Leamington by Kenilworth to Coventry, and thence by the Nuneaton Branch to the Trent Valley ; it was appointed to call at Tamworth, and arrived shortly after two. The borough authorities presented an address of welcome, and Her Majesty had luncheon in the station.

The train left Tamworth at 2.45 p.m. as appointed, the Queen shortening the stoppage arranged in the official Time Bill in order to make up the time lost in crossing from Osborne. The Royal party reached Holyhead 6.30 p.m., going on board the "Victoria and Albert," which moved from the Pier Head to the new harbour. The Royal yacht remained in Holyhead all Sunday, and left for Ireland at 3.15 on Monday morning, August 29th. This was the Queen's second visit to Ireland ; and the patronage she extended to the Exhibition in Dublin by repeated visits, under Mr. Dargan's care, added much to its success. It was in connection with this Exhibition that Mr. C. P. Roney was knighted by the Lord Lieutenant.

On September 5th (Monday), having re-crossed the Channel, the Royal party disembarked at the landing place of the old harbour, and, entering the Royal train, were drawn by horses to a point opposite Hibbert's Royal Hotel. Here the engine was attached, and Captain Simmons (R.E.) took charge, with Mr. Binger, over the Chester and Holyhead line ; the train arrived at Lancaster at 1.0 p.m. ; Carlisle, 2.15 ; and thence to Lothian Road Station, Edinburgh.

On 6th October the Queen and Prince Albert, with the Royal Princes and Princesses, left Edinburgh at 8.0 a.m., travelling by Caledonian and London and North-Western Lines to Leamington. At Leamington the Royal party took the Great Western Railway, and arrived at Windsor shortly after 8.0 p.m.

1854. In September the Queen and Prince Albert adopted the Great Northern route, travelling both ways to and from King's Cross ; on their return in October, they crossed London by road to Paddington, and thence by rail for Windsor.

1854-1855.

Great Northern
route adopted
by Her
Majesty.

In September, **1855**, the journey to Edinburgh would not seem to have been made with its usual smoothness. On arrival at Peterborough one of the vans was found to have heated in running ; at Grantham it was still hot, and a man was "placed on the footboards to grease the vehicle while running." Doncaster Station was crowded whilst another van was put on. At Darlington the unfortunate

greaser was killed, and the saloon in which Royalty was travelling had to be shunted off and the travellers changed.

In October, 1855, the Royal party left Banchory, on the Deeside Line, and made the first portion of the journey to Edinburgh; and next day, leaving Edinburgh at 7.30 a.m., London (King's Cross) was reached at 6.25 p.m., where Mr. Seymour Clarke received Her Majesty's thanks.

The same route was adopted next year with the down journey (August 30th, 1856) to Edinburgh and Banchory. On the return, in October, it is recorded

Crossing through London avoided by adopting route through Primrose Hill, and Kew to Windsor, L. & S. W.	that the journey by Great Northern, instead of terminating at King's Cross, was continued "by the train being passed on to the North London Line, and thence by the Junction Railway over the Thames to the South-Western Line," over which Her Majesty travelled to Windsor, the train arrangements from Banchory having been exclusively under the direction of Mr. Seymour Clarke, who received, through Colonel Phipps, the thanks of Her Majesty and Prince Albert for his attention to the Royal convenience.
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I presume the latter portion of this journey must have entailed the Queen's travelling over the North London Line from Maiden Lane to Camden (Chalk Farm), and thence by London and North-Western through Primrose Hill Tunnel to the Kew Junction, near the present Willesden Junction Station. Mr. Dunn, North London Railway, tells me one of the guards who took charge of the train by this route is still living, and well remembers the Royal journey. The time occupied on return from Edinburgh to Windsor is recorded as twelve hours.

1857. The Queen, accompanied by the Prince Consort (as His Royal Highness, in accordance with an Order in Council, was now styled), the Prince of Wales, Prince Frederick William of Prussia, the Princess Royal, Princess Alice and Prince Alfred, visited the Art Treasures Exhibition in Manchester. The journey was made from London to Patricroft on 29th June. The train, leaving Euston in the afternoon, was held at Tamworth for half-an-hour to enable the Royal party to take refreshments, and reached Patricroft "in safety," at 10.40 p.m., the Queen going to Worsley Hall, the seat of the Earl of Ellesmere.

**Queen's Visit
to Manchester
Exhibition,
1857.**

The same party returned from Patricroft Station to Euston on July 2nd. The time of departure, originally fixed for 9.30, was altered on the previous day to 8.30 by Her Majesty's command—she desiring to make an earlier arrival in London.

So far as the Scotch journey in the autumn is concerned, it was made by the Great Northern route to Edinburgh on the 20th August; the train arriving twelve minutes before its expected time. On return from Balmoral, a visit was made to the Earl of Aberdeen at Haddo House, near

Aberdeen ; and on the 16th October the journey from Edinburgh to Windsor Castle is said to have been performed in admirable style in little more than twelve hours ; the junction with the North London near the New Cattle Market being again made use of, and thence, *via* Kew, to the London and South-Western Station at Windsor. Mr. Seymour Clarke was in charge, and received Her Majesty's thanks.

1858. In June, the Queen visited Coventry, Birmingham, Kenilworth, and Warwick. The Queen and Prince Consort, attended by the Duchess of Athole, the Honourable Horatia Stopford, Sir Charles Phipps, Major-General Bouverie, and Colonel Seymour, left Euston by special train ; Mr. Walpole, as Secretary of State, attending Her Majesty. The train left at 3.0 p.m., accompanied by the Chairman the Marquis of Chandos, Captain Huish, and several of the Directors. Mr. McConnell drove the engine, and was accompanied by Lord Alfred Paget and the Marquis of Stafford. The railway journey terminated at Coventry, the Royal party driving to Stoneleigh, the seat of Lord Leigh. Next day, leaving Kenilworth by train, the Queen travelled to Birmingham. A reception at the Town Hall, and a Royal Progress through the streets and along the celebrated Chesnut Avenue, brought the Queen to Aston Hall, where both Hall and Park were dedicated to the public.

By the courtesy of the authorities of the Birmingham Canal, I had a place in one of their offices, and saw the procession pass. It was marred by the fact that, either by miscalculation of time or by unpunctuality, the unfortunate school children, who ought to have been in place and singing an anthem of welcome, were only marching past as the Queen drove by towards Aston Hall.

In the afternoon Her Majesty, on leaving the Hall, drove down the noted avenue which then existed (but has since been superseded by bricks and mortar) between Aston Hall and the Grand Junction Line, and departed from a temporary station at the end of the avenue on the way back to Kenilworth. It was the first time I had been present at a railway platform in connection with Royal journeys, but I became a proficient afterwards. The evening of that day was distinguished by a most terrific thunderstorm, in the midst of which our South Staffordshire excursionists, who had added their thousands to the Birmingham crowds, had to find their way home.

1858. The Queen's journey to Scotland this autumn was made from Gosport, by the London and South-Western, to Kew, and thence by Kilburn and Chalk Farm to King's Cross Goods Station, where the Great Northern Line was adopted for Peterboro' and Leeds, the whole arrangements being in the hands of Mr. Seymour Clarke. On the return the journey was broken both at Edinburgh and at York, and the Royal party stayed the

**Queen's
Journey from
Gosport, via
Kew and G.N.R.
1858.**

night at the North-Eastern Company's hotel, adjacent to the old York terminus. On arrival in London the train was again taken to the Goods Station of the Great Northern, onward by the North London Line to Kew Junction, and so by the South-Western Company's route to Windsor. It is reported that the arrangements for the Queen's train were so efficient, that while travelling at full speed, the guard, observing a door to fly open, pulled the signal line, and in three minutes the train was stopped. Mr. Seymour Clarke again was complimented by the Royal travellers on the completeness of his arrangements. The journey throughout occupied eleven hours; average speed forty miles per hour. The route by Chalk Farm and Kew had evidently become a well recognized one for Royalties to adopt from Windsor, as both the Duchess of Kent and the Prince Consort travelled by it in 1858, the former to York in August, and the latter to Southend in September.

In 1859, Mr. Cawkwell's name is mentioned for the first time in connection with these Royal journeyings.

1859. The Queen and Prince Albert having returned from Osborne (August 29th), started from King's Cross the same evening, and travelled by Great Northern route in accordance with the time table prepared for this night journey by Mr. Seymour Clarke, which had been submitted to and approved by Her Majesty. The train consisted of three Royal saloons, with the usual number of first class carriages and luggage brakes, the saloons being fitted up in the French style with mattresses and sofas.

The Royal party included the Queen and the Prince Consort, the Princess Alice, Prince Arthur, the Princess Helena, and the Princess Louise. The suite in attendance upon Her Majesty and the Prince Consort consisted of Lady Churchill, General the Hon. Charles Grey, Sir Charles Phipps, Lord Charles Fitzroy, the Hon. Horatia Stopford, and Sir James Clark, together with the Right Hon. Sir George Grey as the Secretary of State in attendance.

The train left King's Cross at 9.0, and stopped at Biggleswade for water; at this point Her Majesty expressed her perfect satisfaction with its running, and the Royal party travelled through the night, stopping at Peterborough, Newark, and Doncaster.

St. Margaret's Station (Edinburgh) was reached at 8.0 a.m. on the morning of the 30th, and there His Royal Highness the Prince of Wales met his illustrious parents.

On the morning of the 31st, at 9.0, the Royal party left St. Margaret's Station, and proceeded over the Edinburgh and Glasgow Railway to Larbert Junction, the Directors of the Scottish Central took charge of the train thence to Perth, where the Royal party arrived a few minutes after eleven.

Here (it is reported), "fortunately, owing to the feud which has lately existed between two railway companies having subsided, it will not be

**Perth block
avoided.**

"necessary for Her Majesty to alight, as her liege subjects have
"been compelled to do during the last fortnight, and make a
"circuit of half-a-mile through the city to accomplish a railway

"distance of 300 yards.* From Perth, under the conduct of the Scottish North-Eastern Directors, with one stoppage at Bridge of Dun, the journey to Aberdeen was made, the train being due at 1.55, but arriving five minutes early at Deeside Junction.

Thence the Directors of the Deeside Railway conducted Her Majesty's train to Banchory. From Aberdeen to Banchory the run occupied thirty minutes, and Her Majesty partook of luncheon at the Railway Station before starting by road for Balmoral.

Before leaving Banchory Her Majesty expressed, through Mr. Seymour Clarke, the General Manager of the Great Northern Railway, her sense of the admirable manner in which the journey from London, over various intervening lines of railway, had been performed.

On the 22nd October, the Queen and the Prince Consort (having a day or two previously journeyed from Edinburgh to Loch Katrine to open officially the Glasgow Waterworks) left Edinburgh, St. Margaret's Station.

**First train in
Mr. Cawkwell's
charge,
22nd Oct., 1859.**

The Royal train by which Her Majesty travelled was under the special direction of Mr. Cawkwell, the General Manager of the London and North-Western Railway, and the Marquis of Chandos, the Chairman of the same Company, was also present to accompany Her Majesty from the Scottish Capital to Bangor.

**Edinburgh to
Bangor.**

The train left St. Margaret's at 9.0 a.m., and passing through Waverley Station entered on the Caledonian system at Haymarket Junction at 9.10, thence travelling *via* Mid-Calder, Carnwath, and Thankerton, it made its first stop at Abington at 10.15 for water. Carlisle was reached at 11.45, and the North-Western engines were attached. Lancaster was selected as a suitable place for luncheon; there the Royal party remained for half-an-hour. The Mayor and Corporation were in great force, and a loyal address was presented.

From Lancaster the train proceeded *via* Preston to Warrington, where the main line of the London and North-Western was left, and the train diverged towards Chester. This city was reached at 4.0 p.m., and here the Mayor and Corporation were again in attendance, and availed themselves of the opportunity of handing into the Royal carriage a loyal address, and the train proceeded towards Bangor, where the train arrived punctually at 5.40. Penrhyn Castle was the destination of Her Majesty.

* The "Perth block" arose in August, 1859, owing to a dispute between the Scottish North Eastern and the Companies interested in Perth General Station, especially the Scottish Central—the former Company declining to bring traffic beyond the limit of their own rails, about 300 yards north of Perth Station—the other Companies insisting on transfer in the station. The correspondence was in the hands of Mr. Irvine Kempt for the Scottish North Eastern, and of Mr. John A. Jamieson for the Scottish Central; the question became so acute, and the public inconvenience so great that the Board of Trade, through Capt. Galton, had to interfere—and arbitration brought the dispute to an end.

On the 24th, Monday, His Royal Highness the Prince Consort made a special railway trip from Bangor to Holyhead, under the charge of Mr.

24th Oct., 1859.

Prince Consort
visits
Holyhead.

Cawkwell and the Marquis of Chandos, the twenty-five miles being run in thirty-three minutes. The Prince's visit was made for the purpose of inspecting the "Great Eastern," steamer, which at the time was lying in Holyhead Harbour, and was a great attraction, owing both to its gigantic bulk and to its having experienced a damaging explosion on board during its recent trip. Captain Harrison received the Prince on board, and Mr. Hawkshaw, the Engineer of Holyhead Breakwater, was among those in attendance. The return journey from Holyhead to Bangor is again recorded as having been made in thirty-three minutes, which would appear to have been considered fast running.

Her Majesty left Bangor on the 26th, being handed into her carriage by the Marquis of Chandos. The train left at 11.30, and ran steadily at 40 miles an hour up to Holywell, where the engines took water. Chester and Crewe were passed without stopping, and the train pulled up at Whitmore where water was again taken. Stafford was reached at half-past two, and here in the station, in a room specially constructed for the occasion, Her Majesty took luncheon; the Royal Coat of Arms still remaining as a decoration in memento of the Royal visit.

Bangor to
Windsor, via
Willesden,
26th Oct., 1859.

The train left Stafford at 3.0, and made stoppages at Tamworth at 3.30, Rugby 4.30, Bletchley 5.30, thence to the Willesden Junction, where it passed on to the South-Western Junction Line, over which the Royal party travelled to Windsor, arriving punctually at 7.15 p.m. (254 miles in all). On arrival at Willesden Junction, Her Majesty expressed to the Marquis of Chandos her sense of the attention paid to her comfort during the journey.

1860. This year Her Majesty travelled again by the Great Northern route, Aboyne having now become the terminal of the railway instead of Banchory. On the return the arrangements fell into the hands of Mr. Cawkwell, and the journey extended as far south as Gosport, the introduction of the "mixed" gauge on the Great Western system, from Bushbury through to Basingstoke, enabling this to be done. The journey was made on Monday, September 17th, when the Queen, the Prince Consort, the Princesses Alice, Helena, and Louise, Princes Arthur and Leopold, left St. Margaret's Station, Edinburgh, at 7.0 p.m., attended by Lady Churchill, the Hon. B. Byng, Sir Charles Wood, Sir C. B. Phipps, Major Elphinstone, Dr. Baly, and Major-General Hon. C.

17th Sept., 1860.

Return journey,
Aboyne and
Edinburgh to
Gosport, via
Bushbury and
Easingstoke.

Grey. Mr. Cawkwell, the General Manager of the London and North-Western, who had brought Her Majesty southward from Aboyne on the previous Saturday was in charge; the evening run from Edinburgh to Carlisle was made with one stoppage at Abington. At Carlisle a stoppage of ten minutes was made—tea and coffee being served. Here the Caledonian Railway

Directors resigned their charge, and Admiral Moorsom, Colonel McLean, Mr. Hodgson, and the secretary, Mr. Stewart, attended Her Majesty thenceforward to Wolverhampton, stopping for the engine to take water at Shap, Lancaster, Preston, Whitmore, and Stafford. At Wolverhampton, which was reached *via* West-Midland Line and Bushbury, officials of the Great Western assumed charge over their narrow gauge to Leamington, Banbury, and Oxford to Basingstoke. Here Mr. A. Scott, General Manager, and Mr. Beattie, Locomotive Superintendent, were in attendance, and the train after a brief delay ran forward to Bishopstoke, arriving 7.39, the curtains of the Queen's saloon were withdrawn at this station, and the eighteen miles into Gosport, Clarence Victualling Yard, were run in half-an-hour; the train stopping alongside the embarking shed at 8.10 a.m. Her Majesty, through Earl Grey, conveyed her acknowledgments to Mr. Cawkwell for the admirable manner in which the whole railway journey had been performed.

This was the first occasion on which Her Majesty had travelled through from Scotland to Gosport by this route. It was selected by Her Majesty, and the newspaper reports add, "it is considered not unlikely that the Royal approval of the route may lead to the establishment of a direct system of trains from Scotland to the ports on the South Coast of England."

1861. August 24th was the first journey made by Her Majesty, which in any way affected my services; at the time, I was District Superintendent at Birmingham, and received intimation from Mr. Cawkwell, the General Manager, to arrange for the passage of the Royal train from Bushbury to Stafford, as part of the journey from Gosport to Holyhead. I had to place myself in communication with the Great Western and West Midland officials for the reception of the train from them, and for our engine and people to convey it onward.

The Queen was accompanied by the Prince Consort, Prince Alfred, and the Princess Alice and Helena; Lord Granville was the Minister in attendance, with Viscount Sydney, Lady Churchill, the Hon. Miss Stuart Wortley, Sir Charles Phipps, Major General the Hon. C. Grey, Major Du Plat, and Dr. Jenner.

The train was run in the day-time, from Gosport to Holyhead for Ireland; luncheon had been taken at Leamington; Bushbury and Whitmore being the next appointed stoppages. Mr. Cawkwell was in charge of the train, and there was a great gathering of our Directors at Bushbury: Mr. Moon, Mr. J. P. Westhead, Mr. Tinné, Mr. Thompson, Mr. Hardman Earle, and Mr. Stewart (the Secretary). Prince Albert shewed himself at the carriage window while the train was at the station. It was the last time I ever saw him; his death took place before the end of the year. Colonel Hogg, the chief constable of Staffordshire, accompanied the Queen's train on this occasion, and alighted with me at Whitmore Station. He frequently, afterwards, travelled with Her Majesty's train, alighting at the first station outside his official district. It

was always rumoured, that he had received some threatening anonymous letters from the West Bromwich district, and desired to be in readiness for any emergency.

Her Majesty and the Prince Consort, came back from Ireland by way of Holyhead, and thence proceeded to Aboyne, Mr. Cawkwell taking charge of the arrangements ; but on returning in the autumn from Scotland, **Holyhead to Aboyne.** Mr. Seymour Clarke, was again in charge. The Royal party travelled first from Aboyne to Edinburgh, and subsequently, by night journey from Edinburgh, *via* York to King's Cross " Goods Station," and thence by North and South Western Junction Line, and on to Windsor by the South Western ; twelve hours being occupied, the train having started from Edinburgh at 8.30 p.m. and arrived at Windsor at 8.30 a.m.

This trip appears to be the last which Her Majesty made by the Great Northern route between Scotland and England.

CHAPTER XVII. 1861—1878.

Queen's adoption of two Journeys to Scotland and back annually—Mr. Cawkwell responsible for entire Journey—General Grey—Detail of arrangements for safe conduct—Sketch of Route, Stations adopted for stoppages, and Officers concerned in carrying out the Service—Down Journey—Up Journey—Queen's First Visit by Rail to Blair Atholl—Detour from Perth—My Preliminary Journey in connection—Forfar, a narrow escape—Electrical Failure—Ballater New Terminus—New Saloons, 1869—Departure from Gosport (Royal Clarence Yard) for Edinburgh, 1872—Mr. Findlay's First Journey in charge, 1874—Lord Aylesford at Leamington—"Mistletoe" Collision—Heavy Floods in November, 1875—Royal Train returns to Windsor *via* Willesden instead of Bushbury—1877, a Mad Journalist at Bailater—Prince Leopold Invalided—1878, Lord Charles Fitzroy's Last Journey—Captain Edwards' First Journey as Equerry.

IN the winter of the year 1861 the Prince Consort died, and throughout the early months of 1862 Her Majesty remained in seclusion in the Isle of Wight. At the end of April she made the first of her journeys of the year, from Windsor to Aboyne, the Duchess of Athole and Lady Augusta Bruce accompanying her. The public were rigidly excluded from the stations, to ensure the utmost privacy for Her Majesty.

The system of two visits to Scotland—one in the spring, and one in the autumn—was adopted in its entirety this year, to be followed by many succeeding repetitions. Windsor and Aboyne were the respective destinations. The North-Western route *via* Bushbury was made use of in all four cases, and Mr. Cawkwell was entrusted with the supervision.

General Grey, who was the Queen's Private Secretary, in making arrangements for these journeys, relied greatly on Mr. Cawkwell's careful judgment; and it became a recognized matter that Mr. Cawkwell should undertake the correspondence with the managers of the various lines over which the journeys were to be made, a compliment to his reliability and position, removing at the same time a weight of correspondence and negotiation from the Castle authorities. The communication from the Court would furnish the list of names of the suite accompanying Her Majesty; suitable vehicles had to be selected for them, and, indeed, for all classes of the household—pages, dressers, sergeant-footmen, police, upper servants, tapissieres, etc., these latter being graduated by some freemasonry between the Castle domestic authorities and Mr. Bore, the Carriage Superintendent at Wolverton Works. The appliances for comfort in night travelling, except in the Queen's own saloon, and one or two "family carriages," were absent at first from all the carriages, and it was owing to a representation on the part of Dr. Jenner that steps were taken to provide the vehicles, for all classes in the Royal train, with accommodation and conveniences, which did away with the necessity for alighting at stations en route.

Mr. Cawkwell, shortly after my arrival at Euston, broke me in to the duty of accompanying him when in charge of the Royal train, and I am not

Royal Journeys
arranged by
General Grey
with
Mr. Cawkwell.

**Personal
experience
in connection
with Royal
Journeys.**

wrong in saying that none of the Railway Superintendents have had a more extended record of such services than I. Mr. Tyrrell, of the Great Western, may have had charge of Royalty more frequently, for the trips between Windsor and the Metropolis must make a considerable number, but my duties have been more lengthened, and the responsibility extended from Windsor or Gosport throughout to and from Aboyne and Ballater—night journeys for the most part—reaching a total of upwards of 110. This has been a distinguishing part of my duty, but a “pleasurable duty,” as I ventured to say to Her Majesty when she summoned me into her presence at Ballater on the occasion of my making the last of my journeys in charge of the Royal train.

**Routine of
Arrangements**

The routine of the clerical arrangements at Euston for a Queen’s journey became a thoroughly settled formula. The dates of each coming journey were in the first place given by the Private Secretary as approximate, but probably correct, and any desired modification in time of departure or of arrival as compared with the previous journey indicated. Then correspondence commences with all the Companies interested. A draft time table is sent with the letter shewing the suggested times at every station on the route. By the time these letters are acknowledged, and the draft time table returned with any needed corrections, in all probability the list of the suite to be accommodated will have been received, and this requires the selection of saloons and vehicles suited to the respective groups of the household and official guests included in the list. The carriages must be fitted alike for the night journey and for daylight travelling. A diagram shewing the proposed allocation of carriages is exchanged with the authorities at Wolverton, and the desired carriages, in accordance with their distinctive numbers as shewn on it, have to be withdrawn from traffic and thoroughly overhauled. The Queen’s own saloon is always kept in special care at an equable temperature. The Electricians are apprised, so as to have all electric couplings and appliances in perfect order. The Locomotive Department and the District Superintendents are advised, the latter having to ensure the clear road required not only for the train but for the pilot engine running fifteen minutes in advance, for while the instructions from headquarters may prescribe the particular sets of lines, whether “fast” or “slow,” and through stations whether “platform lines” or “main lines” are to be traversed, the special orders for each district will give the specific orders as to the trains which must shunt, and those which must be stopped, to give effect to the instructions from the General Manager as to the uninterrupted running of the train.

The Engineering Department also receive notice, so that the whole length of the line may be watched and patrolled on the occasion; and since the days of Fenian threats, additional precautions are taken of placing men at each overbridge and underbridge to prevent any trespass on the line.

All these precautions are laid down in the General Manager’s Instructions, and would be applicable to the London and North-Western Line only, but

they are communicated to the Managers of the other railways affected, and are for the most part incorporated in the orders issued to each respective line, and in like manner are issued to and adopted by the various Joint Lines and Joint Station authorities.

The hotel proprietors and refreshment rooms, who have to furnish any of the meals, are of necessity advised, in conformity with the requirements laid down by the Castle Authorities.

The instructions for safe conduct of the train, while still incorporating some paragraphs going back to the days of Captain Huish, have been amended from time to time, in view either of special circumstances connected with the train, or of the gradual improvements of block working, brake power, and electric communication between passengers, guards, and drivers. The stoppage of all shunting across the main lines for half-an-hour, and the running of a Pilot engine fifteen minutes in advance of the Royal train, removed anxiety respecting a clear road for the latter, even under the early time system ; under which also, in order to protect the Royal train at the rear, no train was allowed to move until fifteen minutes after its passage. A "look-out man" was appointed to travel on the engine, his duty being to look back towards the train (leaving the driver and fireman to look ahead) in order to observe any irregularity in running, or any signal that might be made by passengers. The first saloon built for Her Majesty, at Wolverton, contained a special dial and lever, by which those in her carriage could shew a signal on the carriage roof to "go slow" or to "stop," at pleasure. The "look-out man" had not only to look out for this signal, but the instructions (for many years, I fear) put on him the impossible duty of constantly *keeping his eye on both sides* of the train, to observe any signal that might be given !

Any danger from trains passing in the opposite direction, from goods loading shifting, or doors being open, was originally intended to be guarded against, by ordering all such goods trains to come to a stand when the Royal train was approaching, and for passenger trains to slacken, but these restrictions were ultimately strengthened, and goods trains are kept back entirely, between the Pilot and the Royal train running ; the breaksmen being under orders to walk along the shunted trains to ensure there being no overhanging load ; the only trains in motion that might meet the Royal train are the mail trains.

The requirement for privacy, during Her Majesty's journeys, was frequently pressed on us, and certainly, almost a funereal silence was observed ; perhaps this was more the case in England than North of the border ; the journey generally taking place during the night may be largely responsible for this ; occasionally, request was made that the people at Perth, might be allowed to come nearer to the train. Ferry Hill, outside Aberdeen, was almost always an exception to the restrictive orders, and Her Majesty was always greeted there with a bright gathering of her lieges.

It was a matter of primary requirement on our part at Euston, that the

formal acknowledgments of the intimation of the Royal journey should be in all cases obtained; and armed with the assurance that the General Managers of other lines, the Superintendents of joint lines, the Engineers of our own line, the District Superintendents of our own line, the Carriage Department, the Locomotive Department, and the whole of the Station Masters, from Bushbury to Carlisle, were cognizant of the date and hours of the Royal journey, we made our way to the starting point, fully satisfied that nothing was wanting, so far as human foresight could extend, to ensure the safe transit of the Royal Sovereign, entrusted to our charge.

Arriving at Windsor, our first care would be to ascertain that the train had been brought to the station platform in good time, that the vehicles corresponded in position to those indicated on the approved diagram, and that the temporary labels attached to each of the coaches, indicating the passengers for whom the respective vehicles were intended, were properly affixed (an important point in guiding the sergeant-footmen, and other servants in dealing with the innumerable articles of impedimenta that accompanied the travellers), and a copy of the carriage diagram and the time table for the journey placed in all the compartments, not forgetting special copies for the Queen's use in both her night and day saloons.

It was by no means uncommon, an hour or two before the time for starting, to find some of the gentlemen of the Court on the platform with a special enquiry or request as to accommodation. General Grey and Lord Charles Fitzroy were always early visitors, and so was Sir Henry Ponsonby, anxious that special wishes, as to lighting, or warming, or cooling the Royal carriage, should be fully met.

As time drew near, the officers of the Great Western Company would come upon the scene—Mr. Armstrong of Swindon, and his junior, Mr. George Armstrong, of Wolverhampton, proud of their massive locomotives, though they might be of the narrow gauge. Here, also, is Mr. Tyrrell, who will accompany us through to the limit of the Great Western Line, and Mr. Alfred Higgins, the divisional Superintendent of the London district, is also in attendance; the General Manager of the line is but seldom seen on these occasions at Windsor, it being a recognized part of the duty of their Superintendent of the Line to receive Her Majesty.

About half-an-hour prior to the time of departure, there commence to arrive, one after another, carriages from the Castle, bringing contingents of the household—the pages, the upper servants, the dressers, the ladies' maids, the sergeant-footmen, the Queen's dressers; each settling down into the allotted place, or seeing that the travelling articles of their respective masters are put into the marked vehicles on the train. Shortly after, the Ladies of the Household, and the Gentlemen of the Court, the Equerries, and the Lords-in-Waiting, put in their appearance. A few moments later the approach of the junior members of the Royal Family will

**Terminal
Station
routine.
Windsor.**

**The
Queen's
Arrival.**

be announced, and then the clatter of horse hoofs, and the rapid entrance of the well-known equipage, tells us the Queen has arrived.

From the carriage, in hot haste, both John Brown and Francis Clark descend, and are at the door of the vehicle without a moment's delay, assisting Her Majesty to alight.

Her saloon is marshalled, as nearly as possible, opposite to the Royal waiting room, so as to entail the least distance for walking; the vehicles for the ladies-in-waiting generally in front of, and those for the gentlemen of the suite, behind the Royal saloons; but the platform is somewhat curtailed, and it is necessary, when the Queen is seated, for the train to be drawn forward, and for the rear portion to be attached outside the station, a special stoppage being made for the purpose. The rear portion includes the Queen's "fourgon" as well as the carriages allotted to the Directors and officers; it was my lot, generally, to travel with Mr. Tyrrell or Mr. Burlinson in this part of the train; while our carriage Superintendent, Mr. Bore, was accustomed to ride in the front portion, usually accompanying the chief officer of the household police, Mr. Superintendent Fraser, who was for many years an unfailing traveller with these Royal trains.

The attaching of the two portions outside the station naturally caused some little delay. There was the screw coupling to be first seen to, then the side chains, the cord communication, the two electric couplings, the brake coupling, and the test to be given to prove all was complete with the connections. Two minutes generally sufficed, and the train then made its actual start. It was curious to watch the regularity with which the sentinel in charge of the flagstaff on the Castle-Keep hauled down the Royal Standard so soon as the train crossed the Thames. Royalty had left the sacred boundary of the Castle, and Balmoral, instead of Windsor, would be entitled to the honour of displaying the standard of the Sovereign of the Kingdom.

Sweeping round the curve at Slough, the sight of Windsor Castle is soon lost, and our first stopping place is Oxford. There the wheels and axles are examined, a word or two exchanged on the platform with Mr. Bore, who will come from the front to meet me, and the satisfactory tidings conveyed that all is running cool. The Local Superintendent of the Oxford Division of the Great Western Company will join the train here, and go with us as far as Leamington.

At Leamington the train will generally remain twenty minutes, so that the attendants and travellers can get their supper and prepare for the long night journey before them; the tea-table for the service of Her Majesty and the ladies of the Court is arranged on the platform; while for the Gentlemen of the Suite and for the railway officers the waiting-rooms are temporarily utilised. The time passes very rapidly, for it is necessary to ascertain, either from the members of the suite or from the pages or lady dressers, whether the train arrangements and running are all satisfactory, this

being the last opportunity till the morning arrival at Perth for any but the most urgent communication.

At Leamington we are usually met by the Divisional Superintendent of the Birmingham district, who will accompany our train to Bushbury, the limit of the Great Western system. We pass through Birmingham, Snow Hill Station, at a reduced speed. The platforms are well filled by passengers from the theatres, etc., returning homewards by local trains; and as we pass through, it is curious to observe a continual action on their part, pointing, with outstretched arms, to the Royal saloon, indicating, "that's her carriage!" as it glides rapidly by.

A short run through the "Black Country," bright with the glare of blast furnaces so long as prosperity smiled on the production of iron and steel in South Staffordshire, brings us about midnight to Wolverhampton; and about $1\frac{3}{4}$ mile further our train pulls up at Bushbury Junction. Here the Great Western Company's engine is detached, and here we part with the Great Western officers.

Bushbury Junction.	Another contingent of railway men now comes on the scene. Mr. Sutton, the London and North-Western Birmingham District Superintendent, or his acting representative, Mr. Stoker, is on duty; he is responsible
—	for the line up to Stafford. Mr. Shaw, the Liverpool District Superintendent, whose control extends from Stafford as far as
L. and N. W. Line.	Preston, also accompanies the train; and so does Mr. Worthington, the Engineer, having the bulk of the permanent way under

his charge on the Northern division, over which we shall travel as far as Carlisle.

We ascertain that all is clear on the line for our journey; that the pilot has been started in due course. In charge of this pilot, when my journeys first commenced, was Mr. George Whale, of the Locomotive Department; Mr. John Rigg, of Crewe, travelling on the train engine. But in later years the pilot has been in the hands of Mr. Tandy, and the train engine itself accompanied by and driven by Mr. Whale himself—a chief proud of the task, and a man to be relied on at all times, in all weathers, to make a steady run, the great desideratum of a Royal journey; free from any slap-dash running down favourable gradients, and, even in the days of the sectional brake, knowing how to bring up the train free from the jerk and "back lash" at one time the *bête noir* of express travelling.

Bushbury was by no means a convenient halting place, the platform being both short and low; but, for the most part, all the carriages of the Royal train had the blinds drawn down, the night journey having thoroughly commenced, and it was the prelude to some complaint as to lamps or windows if anyone was up and stirring at the time we passed along the platform. The wheels and axles were again examined while staying here.

The other stations on the night journey, both on the North-Western and on the Caledonian systems, were apparently selected for the quietude of their sur-

roundings: Whitmore, a few miles beyond Stafford; Preston Junction, near Parkside, on the Liverpool and Manchester Line; and Oxenholme, the junction for Kendal, were those made use of on the earliest of my down journeys. The selection of these places, free from the possible application of Town Councils to present addresses, or of noisy appreciation by busy population, ensured a quiet journey, and enabled the train work to be carried on without the slightest possibility of interference. In course of time, Whitmore was abandoned as a stopping place, a set of Ramsbottom's watering troughs being introduced on the level piece of line close to the station.

**Whitmore
Station.**

Crewe is the next station to be negotiated, but it has never been adopted as one of the recognized stoppages for the Queen's Scotch journeys.

Crewe Station. In the early days the fact that all facing points had to be padlocked gave a sense of security; and later on the interlocked signals and points gave confidence to all that safe passage was assured. Still, it was always customary to go through at reduced speed; and in the centre of the down platform, under the clock, might be seen the portly Station Master, Padmore—and, later, the burly Humphries—ready to give the wave of the hand, as assurance that all was right ahead, as we passed through.

Preston Junction disappeared as a watering place soon after the construction of the direct line by which the Vulcan Bank was avoided, and "Springs Branch" was substituted. It was a place very much open to the colliery depôts, and Wigan was subsequently adopted—an engine in rear giving the train a start up the stiff incline of 1 in 100 close to the station. Wigan station was always well patrolled by the local police force, but it was not so calculated for quietude as might always have been wished; the contingents from Liverpool or from Manchester for the down night mail being occasionally on adjacent sidings. The up night mail was also due to meet our train about this spot. I have mentioned under the date 1885 an annoying experience we met with on one occasion while the down royal train was there, which led to further restriction to ensure quietude to the Royal travellers.

Wigan platform is a commodious one which can easily be traversed while the Royal train is standing there. We get the assurance of a clear line ahead from Mr. Tongue, the Wigan district officer, who is always on duty to greet us, and the satisfactory tidings from the carriage department that the train is "running cool." Mr. Shaw, the Superintendent of the Northern division, frequently leaves us here, as his district only extends some fifteen miles further, and the representative of the Lancaster and Carlisle District comes on the train in his stead.

Preston is the next station of importance we pass through, and here again our speed is moderated; it is nominally under the charge of Mr. Carr, as Joint Superintendent for the North Union (Lancashire and Yorkshire and London

and North-Western Railways), but Mr. Shaw's personal care extends over its limits. In later years its main feature was its long island platform, situated on our off-side as compared with any previous station. In the centre of the platform would be seen James Miles the Station Master, and Captain Liddell the chief Superintendent of Police—a cheery “good morning Sir!” from the former, would always welcome me as we slowly ran through. A sharp descending gradient is traversed as we approach Lancaster, and crossing the river Lune there, we shortly reach the level of Hest Bank on the shore of Morecambe Bay, and touch the lowest point we experience in our whole journey.

At Oxenholme the early dawn in May would be upon us: we pass along the platform generally to find all our travellers quietly sleeping, and to receive tidings from the district Superintendent or his assistant, Mr. Cattle or Mr. Price, that all is clear through to Carlisle, and the pilot running ahead at its proper interval. On the platform we shall look out for old Newbold, the Wolverton carriage foreman attendant, making his regular tour of the train while at rest, and get his assurance that “all is running cool.”* Kendal lies asleep in the valley on the left hand—the swelling hills, rising above the mist, forming a charming picture. The Shap incline (916 feet above sea level) has now to be faced, and thence we have a rapid run by Clifton—where we complete half of our total mileage—and by Penrith into Carlisle.

At Carlisle a very short interval suffices for the change of engines, and a cup of tea; the North-Western boundary is reached and our officers leave us.

Carlisle. We are joined by the General Manager of the Line, erstwhile
Caledonian Mr. Christopher Johnstone, and, subsequently, Mr. Smithells. The
Railway Superintendent of the line, Mr. Henry Ward, invariably travels
Officials. on the train engine, he, considering this alike the post of danger and the post of duty. His successor, Mr. Irvine Kempt, has more wisely left the proper department (the locomotive) to look after the train running, and has been my companion in the saloon from Carlisle to Aberdeen for very many consecutive journeys.

There was always a sense of relief in the safe arrival at Carlisle, for although the continuous responsibility for the journey did not cease till the arrival at the Deeside terminus, yet the running over the London and North-Western had reached its limit, and Mr. Kempt's advice “now get some sleep” was highly insinuating.

The representatives of the Caledonian Railway Locomotive Department might well be proud of the splendid Royal blue engines which they always brought into the service of the Royal train. Year after year, we had first Mr. Connor, then Mr. Brittain, Mr. Lambie, Mr. Smellie, and, subsequently,

* It is pleasant to know that on his retirement Her Majesty most kindly sent him a valuable present, in acknowledgment of his long and faithful attendances on the Royal train.

Mr. Dugald Drummond in our train, confident in the power of their engines to run well with the allotted burden right up the Beattock incline, and to keep time to a second. Certainly the road bed of the Caledonian Line was always well and firmly maintained, and although our permanent way engineer, Mr. Worthington, did not like the comparison, the solidity and stability of the line, north of Carlisle was most marked; hard cinder slag, broken into small sections, being the leading feature of the ballast. Mr. George Graham, the Engineer of the line, invariably accompanied us, and was full of anecdotes of Scottish border tales and clan quarrels relating to the various places we passed through on our journey. The Telegraph Superintendent, Mr. Dunn, was another of our regular attendants. A run of less than ten miles brings us to Gretna. We pass the boundary between England and Scotland, here formed by the Sark, a small insignificant stream, about a mile north of the broad Esk, which is generally, but erroneously, assumed by travellers to be the dividing line along this border land.

"Summit"—Beattock Summit, ten miles north of Beattock—is our next stoppage; there are no platforms of any description here. We are surrounded with heather on all sides and the ozone of the mountain air is charming. It is the loftiest point to which we shall rise in our journey—1,012 feet above sea level; the masses of the Lowther Hills tower above us; the pass through which we have ascended presents many points of resemblance to that between Low Gill, Tebay, and Shap. The river Annan flowing towards the south finds its source in these Lowther Hills; from them, on the other side, the River Clyde traces its origin, and as we descend the incline in our journey to the North we cross and recross it frequently till at Carstairs it trends towards Glasgow, and has widened out to a breadth requiring three arches to span it.

We leave the lovely heathery district of Elvanfoot and "Tinto tap" and plunge into the thick of the collieries, and iron and steel production in Coatbridge and Motherwell; the glare of the wasteful blast furnaces being sufficiently intense to awaken the sleepers, and we press on to the termination of the Caledonian Line at a small insignificant station called Greenhill, but which in Railway Clearing House settlements held an important place as a traffic boundary—"North of Greenhill" being one large divisional section from all the lines southward to London.

Here the Caledonian officers were accustomed to leave us, and the Scottish Central Staff assumed charge; Mr. John Lathom being the General Manager, and Mr. Colin Croll the Superintendent. In the course of a few years the Scottish Central was absorbed by the Caledonian, and Greenhill troubled us no more; a stoppage at Larbert was substituted, much to the satisfaction of the loyal old Station Master Baillie (who retired in 1902 after fifty-three years service), whose pride and pleasure it was to be on duty to attend the Queen's train, and when the system of fewer

**Greenhill
and
Larbert.**

stoppages came into force was quite disconsolate to find Larbert withdrawn from the list.

The district north of Larbert through which the train passes is an historical panorama. First comes Bannockburn, with the flag staff at the "Bore stone" where Wallace planted his standard; Stirling Castle, with the four bridges over the River Forth; the Ochill Hills; the Wallace Memorial Tower, in course of erection; the Bridge of Allan; the Woods of Kippen Ross; the old Cathedral of Dunblane, then very largely in ruins; the Banks of Allan Water, and the distant upland of Sheriff Muir; all are points full of interest historically and of scenic beauty.

Perth is now close at hand. The train draws up to a given spot marked out on the platform in accordance with the length of the train shewn on the Royal diagrams. So soon as the train is at rest a small portable set of steps is placed against the door of the Queen's saloon to enable Her Majesty to alight easily, and she is waited on by the Lord Provost of the city, the local Directors representing the three or four Companies owning the station, Mr. Morison, the Secretary of the Joint Station, Mr. Paterson, the Engineer, and generally some local magnates, who form in a line on each side of the route by which the Queen proceeds to take breakfast. The rooms made use of on the station for this purpose are, not only the Station Board Room and the private rooms of Mr. McDonald, the lessee of the Refreshment Rooms, but the offices used by the representatives of the various Companies are taken possession of, and all traces of letters, reports, and correspondence, are put out of sight.

Among those who made a point of etiquette to meet Her Majesty here was the Chairman of the North British Railway, Mr. Stirling, spoken of as "Kippen Davie," a very able man in business matters, but unfortunately lame; he had to support himself on a crutch, in addition to which the dark spectacles he wore to hide some defect in his eyes, did not improve his appearance; altogether it always struck me that the prominence of position he seemed to claim was undesirable.

During the time of the stoppage at Perth the whole of the railway carriages were taken in hand by the accompanying Wolverton staff, and the change from night accommodation to the ordinary day fittings was carried out. The Queen's saloons would be kept sacredly free from intrusion, Mr. Bore alone having the private key of the vehicle.

Within ten minutes of starting time all would be in readiness, and the ladies and gentlemen would gradually filter down and prepare to take their places. A communication to the Equerry that it was within three minutes of starting time would result in the appearance of one of the Royal gillies bearing shawls or wraps, and almost immediately afterwards of Her Majesty quietly advancing to take her seat.

The public of Perth were not generally allowed to come up to the portion of the platform from which the train would start, but they congregated largely

at the end of the platform ; their eagerness to catch a sight of the Queen overpowered their capability of giving a hearty cheer, and the saloon had glided by before the opportunity had been seized.

The "Scottish North-Eastern" was the title of the Company owning the Line from Perth to Aberdeen, Mr. Esplin being the Manager, Mr. Irvine Kempt, the Secretary ; but, ultimately, the Caledonian Railway Company absorbed it, and became the owners of the commanding stretch of country from Carlisle throughout to Aberdeen.

After leaving Perth, Forfar was occasionally adopted as a stopping place, but, subsequently, the quieter station of "Bridge of Dun" was made use of. At this latter station it was the frequent custom of the Earl of Dalhousie, who had been Minister of War in Lord Aberdeen's Cabinet at the time of the Crimean struggle, and who subsequently became Lord Panmure, to attend at this station and pay his respects to the Queen, who invariably came to the carriage window to speak to the old Earl. One day he was missing, and we subsequently learned the reason why. In charge of one of the railway level crossings which the Earl had to traverse to reach Bridge of Dun Station, was an old woman employed by the Railway Company to whom the usual instructions had been issued to allow no vehicle to cross the line within thirty minutes of the Royal train being due to pass. Lord Dalhousie arrived in his carriage after the limit had passed, and the woman, with dogged determination to carry out her orders, refused to unlock the gates ; and no amount of threats would induce her to let the Earl's carriage pass. His Lordship was terribly indignant, and at the half-yearly meeting of the Railway Shareholders narrated his complaint, but sympathy was entirely given to the old woman who had so *manfully* stuck to the Company's rules !

From Forfar and Bridge of Dun, running north, the expression of loyalty by display of bunting was very marked, most of the farm-houses and villas had flags flying ; the residents were on the look out for the train, and the waving of handkerchiefs welcomed its occupants. In the fields the old labourers paused in their work, and stood respectfully bare-headed as the Queen's train passed, while younger groups would be excitedly pointing out to their comrades the saloon in which Royalty was travelling—an action and attitude repeated again and again with amusing reiteration as the train urged its way through the well-cultivated shires of Forfar and Kincardine.

The woods, the hedgerows, the rock cuttings on the railway, in the months of May and June, along this section of our journey, are resplendent with the golden glory of the gorse and the brilliant effulgence of the yellow broom, forming a picture not easily forgotten of the banks and braes of Scotland. At Stonehaven we catch sight of the melancholy ruins of Dunottar Castle, and thence onwards we have on our right hand charming views of the sea. From time to time, as our train passes along the coast, we overlook

deeply indented chasms in the cliffs running inland ; the seething waves rushing furiously up the narrow ocean-worn gorges.

We reach the most northerly point of our journey at Ferry Hill Junction, half-a-mile outside Aberdeen Passenger Station. Just after passing over the River Dee, from which Aberdeen takes its name, and closely adjacent to the junction of the line, which from its riverside position is known as the "Deeside" Line, the engines in readiness for our train are standing on the junction, for here the Royal train is reversed ; the rear portion, as it has been since leaving our starting point in the south, becomes the leading portion towards Balmoral. The Scottish North-Eastern engines are uncoupled at the one end, and the Deeside engines are put on to the train at the other.

There is no platform at this place, and the alighting from the train to walk along its length is difficult ; but the Royal servants here generally have some telegrams or documents to give to, or receive from, Her Majesty's saloon, and not infrequently the equerries are summoned to the carriage. So much, indeed, was this difficulty felt, that on attention being called to it, the Joint Station Master, Mr. Boyle, agreed to have always in readiness a couple of portable flights of steps, three or four in number, capable of being taken to accommodate any of the carriages to and from which the occupants had to alight. John Brown never waited for these appliances, he swung himself up and down without their aid.

At Ferry Hill, with very rare occasions, the public holding the Railway Company's permit were allowed to be present to greet the Sovereign. The Lord Provost, the College Dons, the Sheriffs, the Legal, the Magisterial, and City Authorities generally stood on the rail level as nearly as possible opposite to the spot at which the Queen's saloon was expected to come to rest. Their ladies and friends occupied a more elevated position, for alongside the line there existed a cattle landing, affording a "coign of vantage," of which they availed themselves to obtain the coveted view of the Queen and Princesses ; for it was almost always the case that Her Majesty would present herself at the window at this stopping place, and bow her acknowledgments to this gathering of the celebrities of the City of "Bon Accord."

The intimation that the train was ready was immediately followed by the departure from the reception ground, not only of the railway authorities, but also of those whose duty was supposed to entitle them to accompany the train to its destination ; and on our return to our carriage we should find a goodly company of very pleasant gentlemen filling up the compartments, so that the finding a seat was a difficulty. The Sheriff was there, and often the Sheriff Substitute, the Procurator Fiscal, the Convener of the County, the Sheriff's Clerk, and the Chief of the County Constabulary.

The Manager and Secretary is one person, Mr. W. B. Ferguson. The local landowners are for the most part Directors. Chief among them is

Great North of Scotland Line. — **Deeside Railway.** Mr. Irvine, of Drum, whose residence we pass shortly after leaving Aberdeen. Mr. Davidson, of Inchmarlo, near Banchory, is another; beyond his property we come upon re-claimed ground, from which vast numbers of boulders have been removed to form the boundary walls, leaving the open spaces clear for cultivation; the cost of this work, as compared with the value of the land, is a debatable point between his co-Directors and the landowner, whom they all address by his territorial name of "Craigmile" instead of his proper surname.

Every house we pass has its flags flying to welcome the Queen, the residents are at the doors waving handkerchiefs and flags, and the passing of Her Majesty's train produces a scene of popular excitement; while every bend of the river develops some fresh points of interest for the travellers. We stop for water at Banchory, formerly the terminus of the line—a single one throughout at this time—and then pursue our way to the recently extended terminus of Aboyne, very close to Huntley Castle, which is visible for a moment or two prior to our arrival.

Aboyne Station.

Here the train comes to rest, and in vehicles, for the most part provided by Mrs. Cook, of the Huntley Arms, Her Majesty and suite leave, with a drive of twenty miles before them to Balmoral. I do not remember the arrangements for the guard of honour at Aboyne. I imagine the men must have been brought from Aberdeen by an earlier train than ours. The Huntley Arms was a very favourite place for our men to stay at; old Mrs. Cook was a model hotel-keeper, and did all in her power to render her visitors comfortable under her roof. I am told by Mr. J. S. Stuart, the Accountant of the Great North of Scotland Railway, that the Deeside line was extended in 1865 or 1866 from Aboyne to Ballater; but with that fond clinging to old associations which distinguished Her Majesty she did not adopt the change till 1867.

In that year the Royal train ran to and from Ballater as the terminus; and though the London and North-Western officers in charge of the Royal train arrangements adopted as their hotel the Invercauld Arms there, kept by Mrs. Cook's son, yet for many years afterwards Aboyne was retained as the station at which our vehicles were made ready for the return journey, coming down early in the day to Ballater.

The platform accommodation and terminal appliances at Ballater, within the last ten or twelve years, have been very commodious and complete, including a bijou waiting-room for Royal visitors; but prior to these extensions there was not much beyond a booking office and an arrival platform, barely long enough to serve the train. The prosperity of the Great North of Scotland, under the Chairman, Mr. Ferguson, of Kinmundy, and the General Manager, Mr. Moffatt, has not been without its witness at Ballater and along the old Deeside line. The construction of barracks at Ballater gave provision for the corps that always formed the guard of honour at the station.

Ballater Terminus.

I have dealt so much at length with the details of the down journey, that

but a word or two may suffice as to the return arrangements. The same detail of correspondence held good. The assurance of complete and completed arrangements was, year after year, consolidated and confirmed; very few instances occurring of alteration in dates for the return journey. Once fixed, they almost invariably were carried out without change.

The Directors of the Deeside Railway always gathered in full force to meet the Queen at the starting point, and the attendance of the Sheriff and the County Authorities seemed "*de rigueur*" in this part of Scotland. At Ferry Hill the whole *posse comitatus* left the train, and joined the group on the ballast to take final leave of Her Majesty and her suite. Tea would occasionally be brought down to be served to the Queen and the ladies. The inconvenience of handing this into the carriages without any platform was an additional reason for the portable steps being supplied.

Starting southwards, in later years, after the Caledonian system had been extended to Aberdeen, we generally had the company of Sir Thomas Gladstone as far as Perth, and of Mr. Badenoch Nicolson. Mr. Irvine Kempt, the Superintendent of the line in succession to Mr. Henry Ward, and the Engineer, Mr. George Graham, were our unfailing travelling companions.

At Bridge of Dun the usual stoppage was made for the engine to take water, and for the train to be examined. The Aberdeen District Superintendent, Mr. Smith, would leave the train, and Mr. Gillespie, of the Perth Division, would take his place. At Perth, the railway offices were again called into requisition as dining rooms. The stoppage of nearly an hour at this place afforded a quiet opportunity of getting all the saloons in readiness for the night running. When it was known that the stoppage was to be reduced in length, and luncheon baskets handed into the separate carriages instead, the time for re-arranging the saloons from day accommodation to night appliances was very limited.

It was always a satisfaction to find Her Majesty requesting the Lady-in-waiting to join her at Perth, as then, in all probability, the change back to the vacated carriage would be made at Greenhill, or later at Larbert, where platforms existed. Otherwise this transfer had to be made at "Summit," where there was no platform whatever to assist the ladies in descending from the Queen's saloon or in climbing up into their own vehicle. The Queen's saloon had no footboard or steps of the ordinary character; it was fitted with a set of folding steps similar to those in old-fashioned post-chaises. The descent from the saloon was thus facilitated; but to gain the other vehicle presented the difficulty, and Mr. Christopher Johnstone, the Caledonian Manager, a very short, sturdy man, highly amused us by relating his struggles to "push up" Lady Augusta Bruce into her saloon on one of these journeys. I suggested to Mr. Bore the affixing of a folding drop set of steps to the ladies' saloon, which

Return
Journey.

—
Ballater.

—
Ferry Hill.

Perth Station.

—
Dining
Arrangements
for
Her Majesty.

Greenhill
and
Summit.

minimised the inconvenience; but the ultimate substitution of Carstairs as a stopping place in lieu of "Summit" was the real remedy.

In little less than an hour after leaving "Summit" we should cross the "Sark," and find ourselves again in England. In fifteen minutes more the train slowly draws into Carlisle. The long station, usually so busy, always seemed unnaturally quiet. Along its whole length the platform was carpeted with a broad piece of red cloth, having a central band of white canvass, held in position by a liberal supply of apparently cast-iron buns!

At the north end of the platform are grouped all the officers of the North-Western Line who are to accompany us to Bushbury—the Engineers,
Carlisle Mr. Worthington, Mr. Footner; the Superintendents, Mr. Henry
Station. Cattle, Mr. Shaw, and Mr. Sutton. Only occasionally do the
 —
Transfer from Locomotive Superintendents join them; their duty calls them
Caledonian to the front of the train, and there Mr. Rigg and Mr. Whale
Line. will not be found wanting. In the centre of the station, just
 opposite to the Queen's saloon, stands Mr. Thomas Jones, the Station
 Superintendent, whose fixed attitude and unmoved demeanour attracted even
 Her Majesty's attention, and an enquiry through the equeries as to who and
 what he was. In later years the place was occupied in a less frigid manner
 by his energetic and polite successor, Mr. Edward Preston, a thorough, all-
 round railway man.

At the large refreshment hall in the station, with temporarily screened entrances, tea and light refreshments are served. The Royal servants come in to their allotted counter; the railway servants to theirs; and at another table we join the gentlemen of the party, the Lords-in-waiting, the equeries and doctors, after having ascertained from the Royal saloon that there are no complaints requiring attention.

Mr. Preston warns us that time is nearly up, and the deadly silence of Carlisle Station is broken by the North-Western engines blowing off steam ready to start to the South, and in later days raising the vacuum, the sounds reverberating along the lofty station roof.

We say good-bye to our Caledonian friends, and are off for the South in the darkness of night, being due to call at Oxenholme and at Boar's Head
 (or subsequently at Wigan) for water and for train examination,
Night Journey. while the world is asleep. We pass through Preston and through
 Crewe, receiving the wave of acknowledgment from the Station Masters; and
 reaching Bushbury in the chill of the morning, take on board the Great Western
 contingent of officers, and part with those of our own Company, including Mr.
 Whale, whose engine has been detached here and given place to that of the Great
 Western Railway. At Bushbury, Mr. Stoker (Mr. Sutton's assistant) is always
 in attendance, and kindly gives me an early copy of the Birmingham daily
 paper.

Leamington and Oxford succeed as stopping places. At the latter there are signs of the passengers waking up, and hot water for their morning

ablutions is obtainable. And now, as we journey towards our terminus, as the Royal saloon passes over the Thames, the watchful sentinel on the Castle-Keep will be observed raising the Royal Standard—in calm weather the broad standard, in rough weather a small banner—to indicate that the Queen is once more in the precincts of Windsor.

The limited platform space at Windsor Station necessitated a special mode of dealing with the Royal train. The train engine and three or four of the leading vehicles were detached and taken forward to a side line adjoining the platform appointed for our coming, which was the platform in general use for up trains, the one on which Her Majesty's waiting room existed. Another engine stood in readiness to draw the rest of the train forward, the vehicles being so "cut" as to bring the Queen's saloon as nearly as possible opposite to her waiting room. The Ladies-in-waiting were generally in the vehicle next to this second engine, and were thus in a very convenient position for alighting before the Queen and taking up their place near the exit, so as to make their courtly curtesies to Her Majesty as she passed to her carriage.

On one occasion the Great Western officer in charge of the Windsor district "cut" the train in the wrong place, with the result that the saloon conveying the ladies-in-waiting was taken to a platform remote from the Queen's waiting room, and they were unable to find their way back in time to take up their expected places. There was considerable wonder expressed at their absence, and such an impression was made that even twelve months afterwards I was reminded by the ladies of the *contretemps*.

The Mayor of Windsor, wearing his gold badge of office, was generally on the platform, and took his place near to the exit on the opposite side to the ladies, grouping himself with the railway officers, who made their final obeisance as Her Majesty passed out. Sometimes, but infrequently, "a pleasant journey" was mentioned; but it was generally reserved for the equerries to express their remarks to this effect.

It was in 1863, that I had my introduction to this routine, and the first journey I made, accompanying Her Majesty's train from England to Scotland,

15th May, 1863. was on the 15th May, in that year. Mr. Cawkwell, had as usual, made all the arrangements for the journey with General Grey, 1st Journey as Mr. Cawkwell's and had communicated with the various Railway Managers. Assistant. He desired me to accompany him throughout. We left

Windsor at 6.50 p.m. (Messrs. Kelley and Spagnoletti, the officers of the Great Western Railway in attendance), called at Oxford, Leamington, and Bushbury; thence passing on to the London and North-Western Line, made stoppages at Whitmore, Preston Junction (near Parkside), Oxenholme, Carlisle; and also at Beattock Summit, Greenhill, and Perth, where the Queen took breakfast in the railway refreshment rooms; thence called at Forfar; arrived at Ferry Hill Junction outside Aberdeen, and reached our termination at Aboyne 1.45 p.m. The Queen was accompanied on this occasion by Prince Alfred,

Princesses Helena, Louise, and Beatrice, and Prince Leopold, together with Lady Augusta Bruce, General the Hon. C. Grey, Lord Charles Fitzroy, and Major Cowell. The Duchess of Athole joined the train at Perth.

This was my first introduction to many of the officers of the Companies north of Greenhill, to the Authorities of Perth Station, the Directors of the Deeside Railway, and to the knowledge of Aberdeen; over which town, including old Aberdeen, Mareschal College, the Harbour, etc., I was shewn, on the return journey, by Mr. Alexander, Mr. Esplin's Chief Clerk, who subsequently became District Superintendent of the Northern portion of the Caledonian Railway, when that Company absorbed the Scottish North Eastern Line. At that time the Deeside Company ran into the Scottish North-Eastern terminus at Aberdeen. The Great North of Scotland had a separate terminus at the Harbour side, at the north end of the Quay, and was in no way connected with the Deeside Company, the connecting line through the "Denburn" (though the Valley looked almost fitted by nature for a railway track) not being in existence.

Mr. Cawkwell took a great fancy for the very "dour" Scotchman, who acted as Station Master at Aboyne, Mr. D. Middleton, and by arrangement with the Deeside Company, he became very shortly afterwards the Chief West Coast Canvasser for the district north of Perth. It was related, as part of his history, that in 1855, while Station Master at Banchory, the Queen had presented him with £50, for "expressing" to her at Balmoral, the glorious news of the fall of Sebastopol.

1863. On June 5th, Her Majesty left Aboyne at 2.30 p.m., and stopping at Perth to dine, the train made exactly similar stoppages to those on the down journey. I had to accompany Mr. Cawkwell on this occasion. We reached Windsor at 9.0 a.m.—an engine off the line, near Slough, having caused an unexpected delay of about fifteen minutes. The Queen's entourage consisted of the same as on the down journey, with the addition of the Duke of Argyll. A special telegraph message to the *Times* office, respecting the progress of the Royal train, was on this occasion sent by one of the Telegraph Company's officials from Kendal Junction:—"Saturday morning, the Royal train arrived at Kendal Junction punctually at 12.58 a.m. on its progress to Windsor." The message appeared in large type in Saturday morning's issue of this paper; it was then a new development.

The autumn journey of Her Majesty was modified, owing to her desire to visit the Duke of Athole, who was seriously ill, by a detour from the direct route, and I was instructed to proceed to Perth, and arrange for the probable journey. Messrs. Croll, Ferguson, Esplin, Alexander, and Fyfe, met me on behalf of their respective Companies. The Queen's saloon had never passed over this recently opened route; it was necessary to ensure its safe transit, so having a vehicle fitted up with a frame to correspond with the external dimensions of

Autumn
Journey,
September, 1863.
—
Blair Atholl.

the Saloon, a trial trip was run, and it was proved that all would pass clear through the tunnel. Her Majesty finally decided to make the visit, accompanied by Princess Helena and Lady Augusta Bruce; and her saloon, when returning from Blair Atholl, was attached to the through train at Stanley Junction, and thence to Aboyne, 15th September, where we arrived punctually. The Royal party consisted of Princes Alfred, Arthur, and Leopold, with the Princesses Helena, Louise, and Beatrice, Lady Churchill, Lady Augusta Bruce, Hon. C. Grey, General Seymour, Major Cowell, and Mr. Buff.

In going down to Scotland for the Queen's October journey, the recently opened Highland route through the Grampians, then called the "Inverness and Perth Junction," *via* Pitlochry to Grantown and Forres, afforded a new route to Inverness, of which I availed myself, and was shewn over Inverness Station by Mr. Dougall, for many years, subsequently, the General Manager of the Highland Railway; thence, in order to join Mr. Cawkwell at Aberdeen, I travelled by the then "Inverness and Aberdeen Junction" Railway, *via* Keith, taking Dufftown *en route*.

**Highland
Railway
opened,
1863.**

The homeward journey of Her Majesty was made on 27th October, with the same Princesses, but only Prince Leopold, Lady Churchill, Lady Augusta Bruce, General Grey, Lord Charles Fitzroy, and Mr. Buff. Sir George Grey accompanied the Queen as far as Perth. We left Aboyne at 2.30 p.m.; the train reaching Windsor 9.0 a.m. On the North-Western Line the train called, as appointed, at Oxenholme, Preston Junction, and Whitmore. On this journey, Mr. Christopher Johnstone travelled with the Queen's train from Greenhill to Carlisle, and our own Locomotive Superintendent, Mr. Ramsbottom, from Carlisle to Bushbury; Mr. Kelley met the train at Bushbury as Great Western Company's Representative.

1864. May 13th.—Her Majesty left Windsor at 6.50 p.m. The Prince of Wales and Major Teesdale came to Windsor Station to see the train leave; the Royal party consisting of the Queen, the Princesses Helena, Louise, and Beatrice, with Prince Leopold, the Prince and Princess of Leiningen, and in attendance, the Honourable Mrs. Bruce, General Grey, Colonel Liddell, Mr. Buff, Mr. Sahl, and Lord Stanley, of Alderley; Mr. Kelley attending for the Great Western Company, Mr. Cawkwell, Mr. Bore, and myself for the London and North-Western. The Great Western engine, on this occasion, was leaky, and we lost time to Bushbury. The arrangement for Breakfast at Perth Station, in the Board Room of the Scottish Central Directors, was repeated. We arrived at Aboyne 1.27. Mr. Esplin, of the Scottish North-Eastern, travelled with us from Perth.

June 7th—Mr. Cawkwell, being unable to reach Scotland, I had to take charge, and was met at Aboyne, by the very unusual request, that three additional vans, containing the Royal luggage, which had preceded us to

Aberdeen should be brought to Windsor by the Queen's train, the pressing reason I could not learn, but General Grey, when appealed to, desired it to be done; with some degree of anxiety these vehicles were attached accordingly, and added to the weight of the train. We arrived, however, at Windsor, all well, at the appointed time 9.0 a.m. The entourage in attendance were the same as on the down journey, Lady Churchill being the only addition.

August 29th, 1864.—I met General Grey at Windsor in the afternoon; he had come down specially to see that the arrangements for the Queen's train were perfect. We left at 6.50 p.m. and made the usual stoppages. The Queen was accompanied by Princess Helena, Princess Louise, Princess Beatrice, Prince Leopold, the Duke and Duchess of Coburg. The suite in attendance consisted of the Marchioness of Ely, the Hon. Mrs. Bruce, General C. Grey, General Hon. A. Wood, Colonel C. B. Phipps, M. de Schleinitz, Mr. Buff, Mr. Sahl, and Dr. Jenner. Supper was taken at Leamington. The train was as usual transferred to the charge of the London and North-Western officers at Bushbury; the train calling at Whitmore for the engine to take water.

Reaching Perth at 8.40, after an hours' interval for refreshments, the Queen and Royal party attended by the Lord Provost, the Honourable Arthur Kinnaird, M.P. for the city, and numerous civic authorities, drove to the North Inch to unveil the statue of the Prince Consort. The Lord Provost was knighted after the unveiling of the statue, and the procession returned to the railway station. On this occasion I did not leave the station at Perth but waited there during the ceremony. Shortly before we started for the north I met in the waiting room an individual in gorgeous garments, whom I supposed, from his costume to be some church beadle, and I entered into a somewhat patronizing conversation with him; judge of my surprise when I found this distinguished costume was the dress of the Lord Provost himself who had just previously received the honour of Knighthood from Her Majesty.

We left Perth at 10.40 a.m. At Bridge of Dun, the Earl of Dalhousie (Lord Panmure) met the train and had a few minutes conversation with the Queen. The Directors of the Scottish North-Eastern accompanied our train which reached Ferry Hill at 1.30 p.m., and Aboyne at 2.37.

In October special arrangements had to be made for Prince Alfred's return in advance of the Queen. Lord Alfred Paget came down as far as Aberdeen on this occasion with Mr. Cawkwell and myself. Her Majesty left Aboyne on 28th October in pouring rain at the usual time 2.30 p.m.; Prince Albert Victor's name appearing for the first time among the Royal passengers. On arrival at Carlisle it was decided that the Princess Louise should break the journey there, and she with Dr. Jenner, Colonel de Ros, and Lady Jocelyn remained behind. Mr. Cawkwell went forward with the Queen's train, and it fell to my

Statue of
Prince Consort
unveiled
at
Perth,
August 29th,
1864.

October 28th,
1864.
Princess Louise
breaks the
Journey at
Carlisle.

lot next day, having made the needful arrangements by telegram, to take charge of Her Royal Highnesses train to Windsor.

1865. May 19th.—Her Majesty made the usual journey from Windsor to Aboyne, but on this occasion, Stafford was substituted for Leamington, as the place for “tea” to be taken. I travelled with Mr. Cawkwell throughout on this occasion. Her Majesty was accompanied by Princess Helena, Princess Louise, and Governess, and had one saloon; Princess Beatrice, Governess, and Maid another; Prince Leopold had Mr. Buff with him; the other members of the suite being the Duchess of Athole, Mrs. Bruce, and Miss Bowater, General Grey, Colonel Ponsonby (his first time), Mr. Sahl, and Dr. Brown; a compartment was also reserved for the Minister of State.

**Royal
Journeys
in 1865.**

June 15th.—The return journey was made at the usual hour leaving Aboyne at 2.30 p.m., and reaching Windsor at 9.0 a.m.; Mr. Cawkwell in charge. Mr. Grierson, Great Western Railway, joined the train at Bushbury. Prince Arthur was the only addition to the Royal party; Lord Charles Fitzroy and Major Elphinstone taking the place of General Grey and Colonel Ponsonby. On my journey down I had visited Crieff and Drummond Castle under the guidance of Mr. Colin Croll of Perth, and had climbed Kinnoul Hill with him. At Aberdeen I visited the harbour and made the acquaintance of Mr. Walker, the Goods Manager of the Great North of Scotland Railway, whose offices adjoined the north end of the harbour.

September 11th.—Her Majesty, accompanied by Prince Leopold, and the Princesses Helena, Louise, and Beatrice, General C. Grey, Lady Churchill, Colonel de Ros, left Windsor shortly before 7.0 p.m. for Scotland. Mr. Grierson and Mr. Tyrrell being at Windsor on behalf of the Great Western Company, Mr. Cawkwell in charge; my instructions were only to accompany as far as Carlisle.

October 28th.—The Queen returned from Aboyne—Mr. C. Mason and myself were in charge. The Royal Party accompanying the Queen consisted of the Princesses Helena, Louise, and Beatrice, Prince Leopold, Lieut-General Grey, Major-General Seymour, Marchioness of Ely, Lady Augusta Stanley, Dr. Jenner, Mr. Sahl, and Mr. Buff. We certainly had not Queen’s weather on this occasion. The snow was on the ground at Aboyne, and the rain during the night and on arrival at Windsor on the Sunday morning, was very heavy. At Forfar, just as the Queen’s train approached, one of the yardmen of the Scottish North-Eastern took across the two main lines a goods wagon hauled by horse, and barely cleared the track when the train came up. Mr. Esplin, the Manager of the Line, was in the Royal train, but the narrow escape did not appear to disturb his serenity; all we could gather subsequently from him was that the yardman stated he did not know of the Royal train coming; he had had no notice, and went on with his work as usual.

**Narrow Escape
from
Accident at
Forfar.**

1866. In the year 1866, the Queen did not leave Windsor for Scotland till 13th June, when the journey was made to Aboyne. The Royal party consisted of the Princesses Helena, Louise, and Beatrice, with Prince Leopold, General Grey, Sir Charles Fitzroy, Duchess of Athole, Lady Emily Cathcart, Lieutenant Stirling, Dr. Brown, and Mr. Sahl. This was the last time Princess Helena was the Queen's companion in the Royal saloon, as her marriage to Prince Christian took place shortly afterwards. Leaving Windsor at 7.0 p.m., we reached our destination at 1.15 p.m. Mr. Charles Mason was in charge, and I accompanied him. Messrs. Martin and Varley, electricians, made their first journey with the Royal train to watch their new electrical communication working as between passenger and guard: it was of course a novelty, and notices were posted up instructing passengers to "pull the handle" of the indicator, if necessary, to stop the train: one of the ladies-in-waiting begged me to have the notice covered up, she was sure if she travelled all day with those words staring in her face, she would be impelled to get up and pull the handle!

On 23rd August, I met Lord Charles Fitzroy at Windsor, prior to the Queen's departure, but I did not accompany the train to the North. Mr. Mason was in charge. Captain Bulkeley, Mr. Grierson, Mr. A. Higgins, and Mr. Spagnoletti were at Windsor on behalf of the Great Western Company. General Sir T. M. Biddulph, Lord C. Fitzroy, and Dr. Jenner were in attendance.

1867. In 1867 only two journeys fell to my lot, first a trip on May 22nd, Windsor to Carlisle, Mr. Mason again going forward to Aboyne. Princess Louise travelled with Her Majesty, Prince and Princess Christian had another saloon, while a third was occupied by Princess Beatrice and the Honourable Mrs. Gordon; Prince Leopold, Dr. Jenner, Mr. Legge, and Mr. Sahl, occupied another carriage, for at that time our "family saloons" were very few in number.

Prior to the return journey in the late autumn, arrangements had to be made for an alteration of times and change in the breakfast plans, as Ballater, where the Royal vehicles had been stabled since the last down journey, was now to be adopted as the starting point. November 1st was the date appointed for leaving Ballater on the return trip to Windsor. In consequence of a communication from Colonel Ponsonby (which resulted in a change in the intended running times), Mr. Cawkwell drove over from Ballater to Balmoral; Mr. Henry Crosfield (our auditor) and I accompanying him. We were challenged at one or two of the approaches to the Castle, as the Fenian scare was in full force at the time, but the Colonel's letter sufficed for our admission: this was the first and only time at which I was inside Balmoral in connection with Her Majesty's journeys. It was curious to observe the almost childish interest which our Quaker friend, the Auditor of the Company—a singular anomaly, a deaf

**Ballater
Station
adopted for
Departure,
November 1st,
1867.**

auditor!—shewed in noticing all the surroundings of royalty, on the occasion. The journey was arranged to be made at night, leaving Ballater at 9.0 p.m.; Mr. Milne, who had now become General Manager of the Deeside Line, being in attendance. The Royal Party consisted of Her Majesty, Princesses Louise and Beatrice, with Prince Leopold, Lady Ely, Duke of Buccleugh, General Grey, Colonel Ponsonby, Rev. R. Duckworth, and Dr. Jenner. Breakfast was taken at Lancaster Station, the Board Room of the old Lancaster and Carlisle Company being used by Her Majesty. The train called at Hartford for water and examination, and reached Bushbury at 1.40, where Messrs. Grierson, Tyrrell, and Armstrong joined us. The train arrived at Windsor at 4.55 in the afternoon.

In 1867 the Deeside Line was leased to the Great North of Scotland Company. Mr. W. B. Ferguson, who had been the General Manager of the Deeside Line, became Secretary of the Great North of Scotland Railway, and Mr. Robert Milne became General Manager of the United Lines. Mr. F. Morrison was the Superintendent of the Line from 1867 to 1880.

1868. In 1868 only two journeys fell to my lot.

The first was on 19th May, when the Queen left Windsor at 6.45 p.m., accompanied by Princesses Louise and Beatrice, Prince Leopold, Hon. Emily Cathcart, General Hon. C. Grey, Colonel and Mrs. Ponsonby, Dr. Hoffmeister, Mr. Sahl, and Rev. R. Duckworth. Mr. Martin had fitted up, in addition to the electrical communication extending along the train, a special installation in the Queen's saloon, by which it was intended that Her Majesty could summon either the dressers or the attendant pages from the other compartments of the Royal saloon, the electric bells taking the place of the ordinary bell pulls which had heretofore done the duty. Martin was in very friendly touch with the Press, and had indiscreetly and, very contrary to North-Western etiquette, announced the fact of his communication being adopted. At Windsor, before the train started, he was ushered into Her Majesty's saloon and had to explain the *modus operandi*. It worked well, and he was in the seventh heaven, though the Manager was by no means pleased at his own position being ignored by this Telegraph Superintendent.

**Martin's
Electrical
Bells in
Queen's
Saloon,
May, 1868.**

On arrival at Perth early in the morning complaint was made that during the night the bell had failed to work, and that the Princess had been obliged to leave the saloon and call the dressers! Here was another blow to the progress of adopting electricity in trains. No explanation as to over-charged batteries from Varley, who was with Martin in the train, would be accepted by Mr. Cawkwell. The electric bells in Her Majesty's saloon were quickly cleared out, and not re-established for very many years. These saloon bells were quite distinct from the electric communication between passenger and guard, which had always worked satisfactorily on the Royal train. Some consideration on this trip should have been granted to the electricians, for on this

occasion, unique so far as my recollection serves, the travelling set of electrical telegraph instruments that always accompanies the train had been successfully brought into use.

It happened that Mr. Smithells was making his first trip with the Royal train, he had only recently succeeded Mr. Christopher Johnstone as General Manager of the Caledonian Railway; from some cause the engine drawing the train failed in ascending the Beattock incline and the train came to a standstill. The Managers could do nothing; the two Caledonian Railway engines were short of steam and the tubes were leaking. The portable telegraph was rigged up and introduced as an intermediate station on the wire between Beattock and Carstairs, a message being sent by it asking assistance; however, just as the engine drew up in the rear the train drivers stated they were once more ready, and they ran so well afterwards that the lost time was made good by the time of arrival in Perth.

Her Majesty was received at Ballater on this occasion by a guard of honour; the regimental flags being lowered to the ground on the Queen appearing.

June 16th, 1868.—The Queen returned from Ballater, leaving at 2.0 p.m., and reaching Windsor next morning at 8.45. Mr. Cawkwell was in charge, and I accompanied him; Mr. Bore being with us as usual. The Royal party and suite were the same as on the previous journey.

1869. In 1869 three trips fell to my lot.

May 14th.—Sir T. Biddulph and Lord Charles Fitzroy made special intimation as to the required arrangement for the comfort of Prince Leopold on this journey, as he was out of health. Sir J. Cowell and Lord Charles came down to Windsor Station specially to inspect the allotted vehicle. The train left Windsor at 7.0 p.m.; I only accompanied the train as far as Carlisle. On this occasion the new saloon carriages specially built at Wolverton for Her Majesty were made use of for the first time. The two saloons were connected by a covered gangway eighteen inches wide, and the two vehicles united formed a suite of rooms sixty feet in length, eight feet wide, seven feet high. The day saloon was lined with blue silk (*moire antique*), the colour having been specially selected by Her Majesty; the roofs of white silk. One-half of the night saloon was fitted up for the accommodation of the ladies-in-waiting.

The saloon formerly used by the Queen was now allotted for the use of Prince Leopold.

The Queen was accompanied by Princess Louise, Prince Leopold, and Princess Beatrice. Prince and Princess Christian were to have been of the party, but a slight indisposition of the Princess prevented their accompanying Her Majesty. In attendance were the Marchioness of Ely, the Hon. Flora Macdonald, General the Hon. C. Grey, Lord Charles Fitzroy, the Rev. R.

Duckworth, Dr. Hoffmeister, and Mr. Sahl. The Duke of Argyll attended as Secretary of State.

August 19th.—Colonel Ponsonby was in attendance and paid his accustomed visit to the train in the afternoon at Windsor. An alteration had been adopted in the departure time, and the train on this occasion left at 7.55 p.m., reached Perth 9.21, and Ballater at 2.35. I was in sole charge on this occasion. Princess Louise travelled with Her Majesty, and there were with us Prince and Princess Christian with their children, Princess Beatrice and Mdlle. Noréle, Prince Leopold and Rev. R. Duckworth, Sir William Jenner and Mr. Sahl, Lady Churchill, Hon. Miss Lascelles, Miss Bauer, Earl Granville as Minister of State in attendance on Her Majesty, Sir T. Biddulph, Colonel and Hon. Mrs. H. Ponsonby.

On the return journey on the 3rd November from Ballater I was again in sole charge. Among the Companies' Directors who joined the train was Sir Thomas Gladstone. Dinner was taken at Perth; the train left there at 7.3. On arrival at Greenhill, Prince Leopold and Princess Beatrice left their saloon in pouring rain and travelled with the Queen as far as Carlisle. Lady Ely also had to travel in the Queen's saloon from Greenhill, a place without any cover from the weather; the descent which her ladyship had to make from the Queen's saloon at Beattock Summit, was fairly easy of accomplishment, as the carriage was supplied with folding steps; but the entry into her own saloon, at a place where there was not the slightest platform, was a task of some difficulty in pouring rain. Windsor arrival, 8.50 a.m.

1870. In 1870 the whole of the four trips fell to my lot.

Colonel Maude had called in February as to some alterations in the interior of the Queen's saloon which were carried out, and on
Royal Journeys, 1870. May 19th, Her Majesty, accompanied by Princesses Louise and Beatrice (Prince Leopold remained at Windsor), left Windsor

for the night journey at 7.55. Mr. Cawkwell left the train after our arrival at Perth; thence to Aberdeen and Ballater I had sole charge. Among the group of Directors at Ferry Hill was one gentleman in full court dress—an unusual sight with this train, and Her Majesty, through the Equerry, enquired who he was. He proved to be Deputy Sheriff Comrie Thompson, and it was intimated to him that court dress was not required.

On 17th June the Queen returned from Ballater, Deputy Sheriff Comrie Thompson and Major Ross being among those who accompanied the train over the Deeside Line. We reached Windsor at 8.50 a.m., Sir Watkin Wynn and Mr. Grierson being among those who received the Queen at Windsor.

On 17th August the Queen left Windsor as usual, but the train was appointed to make special stoppage at Reading to attach the vehicle allotted to Prince Leopold. Princess Victoria and Princess Maud of Wales also met the train at Reading. Mr. Cawkwell left the train at that station, and I had to accompany it throughout to Ballater.

The 23rd November was the date appointed for Her Majesty to return. The Princess Louise had, however, met with an accident to her knee, which necessitated her removal on a litter. Dr. Marshall, of Braemar, accompanied the Princess to Windsor. Much sympathy was felt for Her Royal Highness; at Aberdeen she received quite an ovation while the train remained at Ferry Hill exchanging engines. Some delay occurred on our arrival at Windsor in removing the Princess's wagonette from the train. This was the last occasion on which Her Royal Highness the Princess Louise accompanied the Queen on her Scotch trips prior to her marriage, which took place next year.

Sir Thomas Gladstone was my fellow-traveller from Aberdeen to Perth on this occasion. Prince Leopold joined the party of Gentlemen of the Court at Carlisle at our refreshment table.

On 10th December the Queen travelled from Windsor to Watford on the occasion of Her Majesty's visit to the widowed Lady Clarendon, the Earl having died on the 27th June. The Queen's train was transferred to the care of the North-Western Company at Kensington in the forenoon, and in the afternoon we handed it back to the Great Western Company. The General Manager and I accompanied it over the North-Western portion of the journey.

Queen's Visit
to Watford,
10th December,
1870.

1871. In 1871 I had again to accompany the whole four trains, which followed the accustomed routine. On May 17th the Queen went from Windsor to Scotland, Prince Leopold and Princess Beatrice were with her (they accompanied Her Majesty on all the four Royal journeys this year); the Marchioness of Ely, Hon. Miss Phipps, Colonel H. Ponsonby, Lord Bridport, Dr. Hoffmeister, and Mr. H. Collins formed the suite by this trip. We had a very punctual run throughout, breakfasting at Perth, where the Dowager Duchess of Athole joined as Lady-in-waiting. The new Sheriff, Guthrie Smith, accompanied the train from Aberdeen.

June 19th.—The Queen returned from Ballater. Being Monday, a change was necessitated in my down journey. I came to Ballater on the Saturday, and on the Sunday drove to Crathie Church, where Her Majesty was expected to attend, but we were disappointed in this respect. The Rev. D. Taylor officiated. The train made a very punctual run and reached Windsor at due time, 8.50 a.m.

August 16th.—Colonel Ponsonby came down to meet us at Windsor in the afternoon as ice was required for Her Majesty's saloon, the Queen not being well; indeed she did not breakfast as usual in the Station Board-room, but remained in her Saloon while waiting at the station, and on leaving the train at Ballater was observed to be leaning heavily on Her Royal Highness Princess Beatrice's arm.

November 24th.—Return train from Ballater 2.0 p.m. Lady Ely, changing carriages at Perth just as the train started, had a very narrow escape of being

left behind. Mr. Cawkwell joined us at Carlisle. A mishap occurred to the Scotch express at Wigan just ahead of us, but we reached Windsor at 8.50, right time.

1872. In 1872, the Queen left Windsor on 14th May, accompanied by Prince Leopold and Princess Beatrice; the suite being the Marchioness of Ely, Viscount Bridport, Colonel Ponsonby, Mr. Collins, Dr. Marshall, and Mr. Sahl.

**Royal
Journeys
in 1872.**

A special saloon was on the train for His Royal Highness Prince Leopold, fitted up with an invalid bed. The Prince was brought into the station on a surgical couch, which was lifted from the wagonette and carried to the saloon; he was suffering from a sprain of the knee. Both at Windsor and Oxford, contrary to the usual custom, the public were admitted. The journey was not so successful as usual. Passing along the platform in the dead of night at Wigan, where usually nothing is heard or seen of the Royal travellers, I was surprised to find John Brown; and, on enquiring whether all was right, heard to my surprise "No! The Queen says"—but this, certainly, was only John Brown's way of putting it—"the carriage is shaking like the devil!"—a startling communication! for we, closely behind, were travelling with the utmost steadiness. John Brown's coarse phonograph had transmuted Her Majesty's gentle complaint! Further trouble awaited us at Perth, as we found that oil had been leaking from the carriage lamps in the Queen's saloon. We breakfasted at Perth as usual, and arrived at Ballater at 2.25, where Prince Leopold was again removed by the Royal servants.

June 18th.—The Queen returned from Ballater. It was oppressively hot, and, in obedience to messages from Balmoral, ice had to be placed in the Queen's saloons at Ferry Hill. At Bridge of Dun, the Earl of Dalhousie and Lady Christian Maude met the train. Very heavy rain came on during the night; both at Beattock and Carlisle we suffered from it. Mr. Webb made his first journey with the train as our new Locomotive Superintendent.

August 13th.—Her Majesty travelled on this occasion, for the first time in my experience, from Gosport (Royal Clarence Yard). Her Majesty was

**Journey
commenced
from
Gosport,
August 13th,
1872.**

accompanied by Prince Leopold and Princess Beatrice; the suite being Duchess of Roxburghe, Hon. Flora Macdonald, Colonel Ponsonby, Colonel de Ros, Sir William Jenner, and Mr. Collins. It was an interesting sight to watch the passage of the Queen's yacht—the "Alberta" (Captain the Prince of Leiningen)—alongside the various ships in the harbour of Portsmouth, all decked with flags and yards manned as the Queen's steamer approached. There is a long covered landing from Her Majesty's vessel to the commencement of the platform; and after the luggage had been brought ashore, followed by the suite, Her Majesty has to pass on foot nearly one-half of the train-length in proceeding towards the saloon. The platform is insufficient to accommodate the whole train, and improvised steps have to be used to enable the Ladies

of the Household to reach the vehicles towards the front of the train allotted to their use.

This change in the place of departure brought me into contact with a different group of railway officials from those we were accustomed to meet at Windsor. Mr. Archibald Scott had to be interviewed in the first instance ; but he did not come to Gosport. His Locomotive Superintendent, Mr. Beattie, and Passenger Superintendent, Mr. W. M. Williams, were in attendance at Gosport ; the train guard in scarlet and gold uniform.

Mr. Findlay joined us at Basingstoke, where the train was handed over to the Great Western Company, and had to be backed for its whole length through sidings to reach the outgoing line of the Great Western Railway, there being at that time no direct junction. We stopped at Banbury for tea, and, owing to a strike of platelayers on the Great Western Line, travelled very slowly over the line between Birmingham and Wolverhampton to Bushbury. At Carlisle the train on this occasion was taken forward by the North British Company to Edinburgh, *via* St. Boswells, and stopped at a place near to Holyrood, called "The Queen's Station."

22nd November.—The Queen, accompanied by Prince Leopold and Princess Beatrice, the Marchioness of Ely, Hon. Harriet Phipps, Colonel Ponsonby, and Lord Charles Fitzroy, left Ballater at 2.0 p.m. for Windsor, where we arrived 8.50 a.m. Sir Thomas Gladstone met the train at Aberdeen, but did not proceed by it, as Her Majesty had desired all receptions to be dispensed with. The railway offices at Perth Station were, as usual, made available for the Royal party to take dinner.

1873. In 1873 all four journeys fell to my lot. On 15th May the Royal train left Windsor at 7.55 p.m. Her Majesty was accompanied by Prince Leopold and Princess Beatrice on this and on all the four Scotch journeys in 1873. Tea was taken at Leamington, breakfast at Perth, and our arrival at Ballater was "on time." At Windsor, Mr. Higgins was the Great Western Company's representative. Messrs. Graham and Kempt, of the Caledonian Line, accompanied the train over their portion. Sheriff Guthrie Smith was present from Aberdeen to Ballater, with the Directors of the Deeside Line.

Royal
Journeys
in 1873.

17th June.—The Queen returned from Ballater—the suite in attendance being Hon. Mary Lascelles, Hon. Frances Drummond, Mdlle. Noréle, Colonel Ponsonby, Lord Charles Fitzroy, Mr. Sahl, Mr. Collins, and Dr. Marshall. Our Director, Mr. Tootal, who was staying at Banchory, was on the platform. The journey was made as usual, with the exception that on reaching Summit (Beattock) the Queen's reading lamps were wanted, and from some cause the needed candles could not be placed in the sockets. Mr. Bore tried again

17th June, 1873. and again to get over the difficulty; but, as time was going on, he suggested that the train should proceed to Carlisle.
—
John Brown John Brown, who was with us on the ground, would not hear
at of this, and (as, I fancy, was his wont), asserted as though
Summit Her Majesty had heard the suggestion: "The Queen says the
Station. train shanna stir a fut till the lamps are put in;" and it had to be done.
 The arrival at Windsor took place punctually 8.50 a.m. on 18th.

The autumn journey was made 14th August again from Gosport, the Queen being accompanied by Prince Leopold and Princess Beatrice, Lady Churchill, Hon. W. Phipps, Miss Bauer, Major-General Ponsonby, Hon. Mortimer Sackville West, Mr. Collins, and Dr. Fox; Mr. Verrinder in attendance for the South-Western Railway. Mr. Cawkwell joined the train at Banbury (where a detention for tea-supper took place), and travelled as far as Carlisle. Mr. Smithells travelled throughout to Ballater. The Earl of Dalhousie met the train at Bridge of Dun Station.

November 28th.—We left Ballater more than ten minutes behind time, waiting—a most unusual thing—for Her Majesty; with Princess Beatrice, Prince Leopold, Countess of Erroll, Hon. Flora Macdonald, Lord Bridport, General Ponsonby, Mr. Sahl, Mr. Collins, and Dr. Marshall in attendance.

Mr. Cawkwell's Mr. Cawkwell joined at Carlisle, and made his last journey with
last journey us as General Manager. We reached Windsor punctually at
as General 8.50, the timing of the train being so easy as to enable the lost
Manager, time to be made up without difficulty, even before reaching
28th November, Bridge of Dun.
1873.

1874. May 20th, 1874.—Her Majesty left Windsor at 7.55 p.m. for the North, accompanied by Princess Beatrice, with Prince Albert Victor and Prince George of Wales (Prince Leopold being ill with sciatica at Oxford). Mr. Ward,

May 20th, 1874. of the Caledonian Railway, travelled in the train with us from
— Windsor to Carlisle, whence he took his accustomed place on
Mr. Findlay's the train engine to Aberdeen. Mr. Cawkwell having retired,
first journey Mr. Findlay travelled, for his first time, with the Royal train.
as General Ponsonby and Lord Bridport came down to the Great
General Western terminus to see all was in due order for the journey. Special in-
Manager. structions were issued for some reason to keep the stations quite private;
 and on arrival at Leamington, where the usual stoppage was made, Mr.

Burlinson, then the Birmingham District Superintendent of the Great Western Company, told us of the difficulty he had had with Lord Aylesford, who, in his Volunteer uniform, had determined that he would be on the platform in spite of all orders to the contrary; he would take no denial, and insisted on his right and title to be admitted. The custodians at last told his lordship that their Superintendent was on the station, and they were only carrying out their orders received through him. Nothing would then satisfy Lord Aylesford

Lord
Aylesford
at
Leamington.

but to see Mr. Burlinson himself, who accordingly went down to the gateway and told his lordship that the orders were stringent, and he was bound to refuse admission. "And, pray, who are you?" said his lordship. "I am the Superintendent of this division of the Great Western Railway." "And where do you come from?" "Birmingham." "Oh!" (with supreme contempt) "Birmingham! I thought so!" However little his lordship might think of Birmingham or a Birmingham man, he failed to get admission that night to the platform, and was "left swearing!"

June 23rd.—The Royal train left Ballater at 2.0 p.m. Her Majesty was only accompanied by Princess Beatrice; the suite being the Countess of Errol, Hon. Mary Lascelles, Mademoiselle Norèle, Lord Bridport, General Ponsonby, Mr. Sahl, and Dr. Marshall. The Earl of Dalhousie (from Brechin Castle) met the train, for the last time, at Bridge of Dun, with Lady Christian Maude. Mr. Webb joined us at Carlisle. The journey was a very punctual one, and we reached Windsor at 8.50. The only unusual circumstance was the presentation at Larbert of roses to Her Majesty by a Mr. Brand. At first I imagined the request to be allowed to do this to be totally irregular, but I found consent had been duly given.

August 20th.—The Queen, accompanied by Princess Beatrice and Prince Leopold—the suite in attendance being Hon. Horatia Stopford, Hon. Frances Drummond, General Ponsonby, Colonel Maude, Sir W. Jenner, Mr. Collins, and Dr. Marshall—started from Gosport. Mr. Findlay and Mr. Madigan (London and South-Western) were with me. We started at 6.55 p.m.; called at Basingstoke, changing engines there; then to Banbury, where the stoppage for tea took place. Mr. Findlay turned back at Wigan. Perth Station, which generally had been a place at which the public had partial admission, was ordered to be kept quite clear on this occasion, and so was Ballater, owing to His Royal Highness Prince Leopold having to be specially cared for in alighting from his carriage.

November 20th.—The Queen, accompanied by Her Royal Highness Princess Beatrice, returned from Ballater; Mr. Bore, our Carriage Superintendent was, as usual, with the train. At Perth, where Her Majesty was received by Lord Kinnaird and the Lord Provost, dinner was again taken in the station rooms. A punctual run was made to Windsor, arriving at 8.50 a.m.; the train on the Great Western system being accompanied by Mr. Grierson, Mr. Tyrrell, Mr. Spagnoletti, and Messrs. Armstrong and Kirtley.

1875. May 14th.—It only fell to my lot to accompany the carriages of the Queen's train to Windsor, where Lord Charles Fitzroy met us.
Royal Journeys in 1875. On this occasion I did not go north; Mr. Findlay took charge.
 The Queen was accompanied by Princess Beatrice and the Princesses Alix and Mary of Hesse.

June 18th.—Her Majesty, accompanied by Princess Beatrice, returned,

leaving Ballater at 2.0 p.m., and reaching Windsor very punctually at 8.50 a.m. On this journey I was in charge.

August 18th.—The Queen was accompanied by Prince Leopold and Princess Beatrice, the suite being Lady Abercrombie, Hon. Horatia Stopford, Hon. Harriet Phipps, Miss Bauer, Viscount Bridport, General Ponsonby, Sir William Jenner, and Hon. Alexander Yorke. The Queen's voyage from Osborne to Gosport was on this occasion marked by a melancholy incident: the Royal yacht "Alberta" coming into collision with the "Mistletoe"—Mr. Heywood's schooner—and almost immediately sinking her, with fatal results. There was much anxiety at Gosport as to the cause of delay, and it was soon apparent, as the "Alberta" drew up to the wharf, that considerable injury had been done. The shipwrecked crew of the "Mistletoe" occupied the fore-castle of the "Alberta" as she drew up at Clarence Yard.

Her Majesty was anxious as to safety of the railway journey and the advisability of commencing it, seeing it was nearly half-an-hour late. She was assured by Mr. Findlay that a late train was always more anxiously looked out for than one running punctually, and that every precaution would be taken. We left thirty minutes late. Tea was taken at Banbury as usual; but by a gradual advance on the very moderate speed laid down on the scheduled running, we were able to reach Carlisle at right time. Mr. Findlay left at Carlisle. We reached Perth to time, where Sir Thomas Gladstone joined us, and the run to Aberdeen and Ballater was made punctually.

November 23rd.—In consequence of very heavy floods being reported as affecting the Great Western Line south of Wolverhampton, instructions were given that on this journey the Queen's train would travel by the North-Western route *via* Rugby and Willesden, and thence to Windsor. Mr. Mackenzie, of Glen Muick, was at Ballater station for the first time on this occasion. The weather in the north was very severe, there being fourteen degrees of frost registered. Dinner was taken as usual at Perth, and supper at Carlisle. At Carlisle, Mr. Findlay joined the train, which called at Stafford, and passing through Willesden travelled along Punch's Line to Shepherd's Bush, and thence reversing its course, and having Great Western engines attached, was taken by North Pole Junction to Windsor.

These points of exchange had been visited by Mr. Tyrrell and myself in the previous week to see that all could be satisfactorily carried out. Her Majesty was accompanied by Princess Beatrice, the suite in attendance being Marchioness of Ely, Hon. Mary Pitt, Miss Ethel Cadogan, General Ponsonby, Lord Charles Fitzroy, Mr. Sahl, and Dr. Marshall.

1876. In the year 1876, only two of the Queen's journeys were placed in my hands.

May 19th.—The Queen, accompanied by Princess Beatrice, left Windsor

at 7.55 p.m. Tidings of the death of a little grandson, Prince Harold (son of Prince Christian), reached Her Majesty at Leamington. Mr. Findlay went as far as Carlisle. We breakfasted as usual at Perth Railway Station, and reached Ballater punctually at 2.25. Sir T. M. Biddulph and Colonel Maude were among the members of the suite. Mr. Walter Wood, of the *Standard* was at Ballater, and Sheriff Guthrie Smith was in attendance.

November 23rd.—Mr. Findlay took charge of the train from Ballater to Bushbury. At Carlisle I joined. We left at 11.45 p.m., and travelling through with the usual stoppages reached Windsor at 8.50 a.m. on the 24th. The Queen was accompanied by Princess Beatrice. General Ponsonby, Lord Sackville, Dr. Marshall, and Mr. Sahl were with the Royal party.

1877. May 18th.—We left Windsor at 7.55 p.m.; Mr. Findlay in charge as far as Perth, where he left us. The Duchess of Edinburgh came down to Windsor and took leave of Her Majesty. The Queen was accompanied by Prince Leopold, Princess Beatrice, Princes **1877.** **Royal Journeys.** Albert Victor and George of Wales; their tutor, the Rev. J. N. Dalton, was also in attendance. Mr. Ligertwood and Mr. Ferguson were with us over the Deeside line. The carriage the Queen travelled in was on this occasion a new one, and I was sorry to find it complained of when we arrived at Ballater. I travelled back in it from Ballater to Banchory. It seemed very steady in its running, but six-wheeled vehicles with radial axles are by no means standard vehicles for steadiness. I spent the Saturday and Sunday with Mr. Davidson, of Inchmarlo, on the banks of the Dee.

June 21st.—Her Majesty left Ballater at 2.0 p.m. Princess Beatrice was the only member of the Royal Family accompanying the Queen. The Marchioness of Ely, the Hon. Mary Pitt, the Hon. A. Lambert, and Mademoiselle Norèle were the ladies of the suite, the gentlemen being General Ponsonby, Major-General Gardiner, Dr. Marshall, and Colonel Pickard. I was in sole charge. We arrived Windsor punctually at 8.50 a.m.

August 22nd.—Travelled to Gosport, and met Mr. Verrinder there; all preparations being in readiness for the Queen's journey. On reaching Gosport I learned that in consequence of floods Her Majesty had decided to postpone the journey for one day; fortunately, knowing thoroughly all the lines, I was able to telegraph the postponement to all the important points, and make arrangements for the morrow. The change of date enabled Mr. Findlay to accompany the train on the 23rd, and I did not go with it.

December 5th was fixed for the Queen's return from Ballater. On arrival at Ballater overnight, I learnt from Mr. Cook, junior (the landlord of the Invercauld Arms), that some journalist from London, evidently "off his head," named C——, had arrived previously, who declared that he was the bearer of important despatches from the seat of war, and that he must see the Queen. He insisted on being driven to Balmoral. Mr. Cook arranged for his being met by detectives, who cleverly played into his hands, and sent him off by

night train to London in the belief that he would see Her Majesty there, at the same time wiring his friends to meet him. This 5th of December was a later date in the year than any on which the Queen had previously returned from Scotland to Windsor. His Royal Highness Prince Leopold was again ailing, and a special coach had to be provided for his accommodation. We left at 2.0 p.m., and reached Windsor, after a very rough night journey, punctually at 8.50 a.m. on the 6th. General Ponsonby and Lord Charles Fitzroy were again with the train; Mr. Findlay joined it at Carlisle, and Mr. Tyrrell at Bushbury.

1878. Prior to Her Majesty's journey I had to visit the Home Office, and Mr. Secretary Cross desired that Warrington should be substituted for Wigan as one of the stopping places for the Queen's train. This was in consequence of riots at the latter place on the part of the cotton operatives. The line between Warrington and Preston was specially patrolled on the occasion.

1878.
May 20th. May 20th.—The Queen left Windsor at 7.40 p.m., and the train, calling otherwise at the usual places, reached Perth at 9.30. The Queen was accompanied by the Princess Beatrice and the young Princesses of Wales. Lord Charles Fitzroy made his last official journey with us on this occasion. The Duke of Athole and Sir Thomas Moncrieff received Her Majesty at Perth Station. After breakfasting at the station, as usual, the train travelled to Ballater, arriving 2.15, the appointed time. Both Mr. Kempt and Mr. Ward, of the Caledonian Company, accompanied the train from Carlisle to Aberdeen.

June 21st.—The Queen, accompanied only by Princess Beatrice, left Ballater at 2.0 p.m. We had a very satisfactory run up, reaching Windsor at 8.50 a.m. General Ponsonby, General Gardiner, Colonel Pickard, and Dr. Marshall travelled with the train.

August 23rd.—I had to see Colonel Ponsonby as to some alteration in the "diagram" of the Queen's train, but this journey was taken by Mr. Findlay.

November 21st.—The Queen, accompanied only by Princess Beatrice, left Ballater at 2.0 p.m. We made a satisfactory run throughout to Windsor. I noted that at Carlisle our little friendly supper party included General Ponsonby, Lord Sackville, Dr. Marshall, and Captain F. J. Edwards, R.E., the latter making his first journey with us. Dr. Cooper and Mr. Higgins, of the Great Western Line, were in attendance at Windsor.

CHAPTER XVIII. 1879—1895.

Queen's Journey over first Tay Bridge, 1879—Warning from Home Secretary—Mr. Kempt, Superintendent of Caledonian Railway—Syrans in use at Gosport, saluting Her Majesty—1882, Strict Regulations as to privacy at stations—1883, Additional Pilot ordered—Three descriptions of Brake on Royal Train—1885, Mr. Scotter at Gosport—Prince Henry of Battenberg, first journey—Mr. Park's first journey in succession to Mr. Bore of Wolverton—Royal Visit to Liverpool, 1886—Perth Station, new up platform—The State Secret—Royal Visit to Edinburgh—Return by Waverley route to Carlisle, 1886—Mr. Findlay at Portree—Perth Station invaded, Mr. Eddy, 1887—Royal Visit to Renfrew and Glasgow, 1888—Visit to Pale (Bala), and thence to Ballater, 1889—Perth Station Hotel, 1890—Royal Visit to Derby, and thence to Ballater—Queen's Journey over Second Tay Bridge, and over Forth Bridge, 1891—My one hundredth journey, 1892—Dr. Reid and the Ladies-in-Waiting—Mr. Fred. Harrison's first journey as General Manager, 1893—Mr. Webb's engine, "Greater Britain," 1893—The Heavenly Twins lost in the Sleeping Saloon—Royal Visit to Manchester Ship Canal, 1894—Bridge of Dun at 5 a.m.—Last journey in charge, 1895—The Queen's Farewell Souvenir—Monteith Bowl from Members of Household—Diagrams.

ONLY two trips with the Queen fell to my lot in 1879, the first on May 21st. —At Windsor, Mr. Collins met the train in the afternoon, making special enquiries as to ensuring a comfortable journey for Prince Leopold, who in addition to Princess Beatrice, and the Princesses Louise and Maud of Wales, accompanied the Queen. General Ponsonby was absent. Viscount Bridport and Captain Edwards were in attendance. We made a good, steady trip; Mr. Findlay accompanying us to Carlisle.

Mr. Ferguson, of Kinmundy, the Chairman of the "Great North," accompanied us to Ballater from Aberdeen. Returning homeward, I took the opportunity of travelling *via* Dundee and the recently opened Tay Bridge, in order to make myself conversant with the route, it being rumoured that Her Majesty would probably desire to travel by it on her return to Windsor. This proved to be the case. On June 20th, Her Majesty left Ballater at 2.0 p.m., and on this occasion went *via* Aberdeen, Glaisterlaw Junction and Arbroath to Dundee, Tay Bridge Station, where the Provost was presented to the Queen, as well as Mr. Stirling of Kippendavie the North British Chairman, and Mr. Thomas Bouch, the Engineer of the Bridge. The train then proceeded very slowly over the Tay Bridge. Her Majesty's ship "Mars" fired a royal salute as the train passed over the single-line slender structure. The Queen's train was taken slowly by Loch Leven, and a sight of the historic Castle afforded to Her Majesty; thence by Rumbling Bridge, Dollar and Alloa to Stirling, where we joined the old route. Mr. McLaren, Superintendent North British Railway, was in charge of the train while over that system, up to Stirling. The Hon. George Waldegrave Leslie, of Leslie House, Leslie, N.B., joined the train in Fife. He, subsequently, told me an interesting incident connected with the journey. It appears that his wife holds some of her property in Scotland, by an old tenure of having to present to the Sovereign a pair of gloves, on any occasion of passing over her estates. The Queen had to pass over these estates when she travelled by the "Tay Bridge"

route. Mr. Leslie enquired from the authorities what would have to be done, and was told that as Her Majesty was not travelling in state, no tender of gloves was necessary. On leaving the train at Stirling, the Queen said to Mr. Waldegrave Leslie, with a smile—"I hope the estates will be all right, though I have not had the gloves!" Mr. Findlay joined the train at Carlisle. Special instructions had been given for patrolling the line from Crewe to Stafford. We made a punctual arrival at Windsor.

The Tay Bridge, that Her Majesty thus passed over, was the first structure of that name; it had been opened for traffic on 30th May, 1878; it was constructed only for a single line of rails, and was no less than 10,395 feet in length; it was designed by Mr. Thomas Bouch, and he received his knighthood, in connection with the undertaking, the day after Her Majesty had journeyed across it; the super-structure was of wrought iron lattice girders, with the exception of one span near the Fife shore, which had bowstring girders.

One of the most serious of railway catastrophes in Great Britain occurred to this Bridge in the following year, on Sunday, 28th December, 1880, when during the passage of the 4.15 p.m. from Edinburgh over the Bridge, during one of the most severe gales ever recorded at Dundee, the Bridge collapsed, and the whole of the thirteen large girders which spanned the navigable portion of the river were precipitated into the stream, carrying with them the ill-fated train and its passengers, certainly not less than seventy-five in number.

The new Tay Bridge was commenced in June, 1882; it carries a double line of rails, and was opened for traffic in 1887; its length is 10,780 feet, nearly 400 feet longer than its predecessor.

1880. Three of the trips fell to my lot this year. June 22nd.—The Queen, accompanied by Princess Beatrice and the Princesses Victoria and Elizabeth of Hesse, left Ballater at 2.50 p.m. Sheriff Guthrie Smith, Mr. Irvine of Drum, and Mr. Ferguson of Kinmundy, were among those who travelled from Ballater to Ferry Hill. On this occasion, the train did not stop at Perth for dinner, eight minutes only being allowed for the station work. On arrival at Carlisle, supper, in which Lord Bridport, General Ponsonby, Mr. Sahl, and Dr. Marshall joined, had to be served on the platform, the roof of the station being in course of removal. Mr. Webb of Crewe was my fellow passenger from Carlisle to Windsor.

1880.
—
Royal Journeys.
August 26th.—Her Majesty left Gosport at 6.50 p.m. for the accustomed autumn trip, accompanied by Princess Beatrice, and Prince Leopold. Mr. Verrinder, London and South-Western, and Mr. Burlinson, Great Western, were my fellow travellers for their respective portions of the way. We reached Ballater all right, 2.15 p.m. Dr. Marshall was not with us on this occasion. We had Dr. Royle and Dr. Fox instead. Mr. G. Crosfield, one of our Directors, travelled with us from Wigan to Ballater.

November 23rd (Tuesday).—A pressing letter was received on Sunday 21st from General Ponsonby as to precautions, referring both to the severity of the weather in the North, and the dynamite scare; and in the course of the same evening a note was received from Sir Vernon Harcourt, asking an interview on important points. These letters I had to deal with, as Mr. Findlay was away from London; they, very fortunately, came to hand in good time prior to my going down to Scotland that night, as the Home Secretary's letter required a private communication to be sent to each of the Managers over whose lines we had to travel. On the down journey, there was a thaw, which removed much of General Ponsonby's anxiety. On the 23rd it was intensely cold, but we had a good and safe journey. Her Majesty was accompanied by Princess Beatrice only—General Ponsonby, Captain Bigge, Dr. Marshall, and Mr. Sahl in attendance. Mr. Findlay joined us at Carlisle, and went through as far as Bushbury, where Mr. Burlinson, with Mr. G. Armstrong and Mr. Spagnoletti, took their places.

1881. Three trips fell to my lot. My visit to America prevented my being in England during May. So the first journey with Her Majesty's train that I had to make was the return trip on June 21st. The limited mail had been accelerated to Aberdeen through the Sunday night, and I travelled by it, spending Monday afternoon in Aberdeen, and reaching Ballater at night; Mr. Bore being there.

On the 21st, we left Ballater at 2.50 p.m.;—on the Caledonian Line Mr. Kempt, the new Superintendent of the Line, was in charge for the first time, and I had him as my fellow traveller for many a year afterwards. His predecessor, Mr. Ward, had persisted in making the journey on the engine; rough weather or smooth, wet or dry, but his example, far from a wise one, was not copied by Mr. Kempt, and the pleasure of a long afternoon's chat with him, after outstanding business had been disposed of, was always one of the agreeable prospects of the trip. On this occasion no stoppage was made for dinner at Perth. Owing to telegraph failure, the train was stopped at Forteviot out of course. We were met by Mr. Findlay at Carlisle, and reached Windsor without incident. Colonel Byng, who had not been with us for some years, was among the courtiers in attendance, also Dr. Hoffmeister, who had travelled with us in 1868.

The August journey was made from Gosport on 23rd. I must confess to a considerable degree of anxiety in connection with the journey, as on the trip to Gosport with the empty coaches, a detention had arisen owing to the fact of the Royal Saloon having "parted" and torn asunder (for which I suspected the "sectional" action of the chain brake might be responsible); however, nothing of the sort ever subsequently occurred, but when the decision was

arrived at to lengthen the underframe of the carriages and make both into one long vehicle the cause of anxiety was entirely removed.

There was a slight fog on the Solent, and for this cause, or some other, Her Majesty's ship "Inflexible" made the most unearthly sounds by its

1881.

Aug. 23rd.

New Syrens
in use at
Gosport.

newly-adopted syren—the most weird howlings being given forth at the time the Queen landed at the Clarence Victualling Yard, where she was received by the usual naval and military officials. Mr. Verrinder was present for the London and South-Western Company, and we started at 7.45 p.m. The Queen was accompanied by Princess Beatrice only. Lady Southampton, the Hon. H. Phipps, and the Hon. H. Lambert, the lady and maids of honour in waiting; the Duke of Connaught and Captain Egerton His Royal Highness's equerry, joined the train at Basingstoke. Sir Henry Ponsonby, Lord Bridport, Captain Edwards, and Dr. Reid (his first journey with me) were in attendance on Her Majesty, and accompanied the train throughout to its destination.

At Carlisle the train was met by Mr. Walker, General Manager of the North British Railway, and Mr. McLaren, the Superintendent; we

Queen's
Journey to
Edinburgh
by
North British
Line,
Aug. 24th.

proceeded to St. Margaret's Station, Edinburgh, where, in a deluge of rain, the Queen alighted and drove to Holyrood. There was a long continuance of wet weather, and the rain completely marred the spectacle of the review of the Volunteers appointed to take place on the following day. I gave up charge of the train at Edinburgh, breakfasted with my old friend Wieland, and made my way homewards by morning train.

On November 20th, by limited mail, I went down to Aberdeen. Her Royal Highness the Princess Louise and Lord Lorne, with Lord Walter Campbell, went by the same train as far as Perth; and there I also met Dr. Marshall, who had often in several previous years been one of the constituent members of the Queen's retinue.

The journey from Ballater on the 22nd was again accompanied by very rough weather. We left Ballater at 2.0 p.m. in pouring rain, which continued a great part of the way; indeed, the running between Lockerbie and Carlisle was seriously impeded by the heavy pressure of the gale. At Ferry Hill, Aberdeen, Sir Thomas Gladstone (Caledonian Director) joined our party. The Duke of Athole received Her Majesty at Perth, where she dined in the Railway Committee Rooms as usual. The Duchess of Roxburghe, Hon. Ethel Cadogan, Hon. Victoria Baillie, Lord Sackville, General Ponsonby, Captain Edwards, Mr. Sahl, and Dr. Reid were in attendance. Windsor was reached punctually at 8.50 a.m. on 23rd.

1882. On May 19th the Queen left Windsor at 7.55 p.m., accompanied by Princess Beatrice and the Princesses Elizabeth and Irene of Hesse. The

1882. arrangements had, as usual, been made by Sir Henry Ponsonby;
 — but he did not accompany us. The public were rigidly
Royal Journeys. excluded from the stations, probably as a consequence of the
 attempt on Her Majesty's life at the Great Western Station on the 2nd March
 previous. The heating of the axle of one of the carriages—a very unusual
 circumstance—entailed three extra stops on the train; but we reached
 Ballater "on time." Returning on this occasion with Mr. Bore, we had a
 narrow escape of an accident. Leaving Ballater by road for Braemar, our
 horses took fright at the waving flags on an arch of welcome and congratula-
 tion on the Queen's escape from assassination, placed near the overbridge of
 the railway, and we barely escaped the upsetting of our carriage.

This visit to Braemar entailed a further road journey thence by Cairnwell
 and the Devil's Elbow to the Spital of Glenshee. Arrived there, partly
 through failure of telegram announcing our coming and partly through its
 being very early in the season, no horses were in readiness to take us on; and
 we had the pleasure of waiting while the animals we could see far off on the
 hillside were caught and brought to the Spital before we could proceed to
 Blairgowrie. There we were met by Mr. Gillespie, of Perth, who very kindly
 arranged a special trip to bring us through to Perth in time for the up
 limited mail.

June 20th.—The Queen, accompanied by the same Royal Princesses as
 on the down journey, returned from Ballater 2.50 p.m. There was no special
 incident; but we were deprived of the usual dinner at Perth, as Her Majesty
 decided on having the suite and herself served by means of luncheon baskets.
 Sir H. Ponsonby was with the train, and accepted a copy of my "American
 and Atlantic Notes." We reached Windsor punctually at 8.50 a.m. on
 the 21st.

August 31st.—The Queen's journey was put off till this late date. Again
 the start took place at Gosport. The tide was extremely low, and the Royal
 yacht had difficulty in getting alongside. Prince Edward of Saxe-Weimar
 was among those who received Her Majesty. The Royal party was only a
 small one on this occasion. Princess Beatrice, the Duchess of Connaught,
 and Princess Margaret accompanied the Queen, with Lady Southampton,
 Hon. Horatia Stopford, and the Hon. Harriet Phipps; Lord Edward
 Clinton, General Ponsonby, Captain Edwards, Dr. Reid, and Mr. Sahl.
 Mr. Verrinder and I were in charge from Gosport. The train left at
 6.45 p.m. It was a very wet night, and the same weather pursued us
 throughout. The Queen breakfasted at Perth Station. The Duke of Athole
 was in attendance there as one of the Railway Directors. Lord Kintore
 and Sheriff Smith were among those who received Her Majesty at
 Ballater, where, in pouring rain, we arrived at the appointed time, 2.25 p.m.,
 September 1st.

November 14th.—The Queen, accompanied only by Princess Beatrice,
 started at 2.0 p.m. from Ballater, where Lord Aberdeen and the Lord Provost

of Aberdeen were in attendance. Sir J. Falshaw (North British Railway) was at Perth Station to receive Her Majesty. Our journey was made through a very sharp frost all night; it was especially keen at Oxenholme. Lord Sackville, General Ponsonby, Captain Bigge, Dr. Reid, and Mr. Sahl were with us. Our arrival at Windsor was punctually made at 8.50 a.m. on 15th. Mr. Webb and Mr. Miles McInnes (London and North-Western Director) accompanied me to Windsor.

In 1883.—The journey on May 25th was in charge of Mr. Findlay. On 23rd June, Her Majesty returned from Ballater, she was far from strong and had to be lifted into her saloon in an invalid chair. The train left at 3.20 p.m., which was half-an-hour later than the accustomed departure time in the summer, and interfered far more than usual with the mail trains. A stoppage was made at Perth of ten minutes, an additional stoppage at Beattock 10.55 to 11.5 (instead of Summit), refreshments being taken at Beattock Station. The stoppage at Carlisle was curtailed to eight minutes to change engines only. Mr. Thompson and Mr. Kempt were in charge of the train over the Caledonian Line, we had a very good run up to Windsor, and arrived there at 9.15 a.m. The Royal party was again a very small one, Princess Beatrice and Princess Elizabeth of Hesse, the Dowager Duchess of Roxburghe, Hon. H. Stafford, Hon. V. Baillie, Mademoiselle Norèle, Colonel Byng, General Ponsonby, Captain Edwards, and Dr. Reid.

August 24th.—There was some uncertainty as to whether the Queen would start on this, the appointed day, and I had instructions to call at the Lord Chancellor's before going to Waterloo, as changes in Her Majesty's plans were possible owing to Parliament not yet being prorogued; however, nothing occurred to prevent the journey taking place, and we received the Queen as usual at Clarence Yard, Gosport. The train was due to leave at 7.15 p.m., but owing either to want of water at the landing stage, or to slow steaming, the Royal yacht was late, and we started at 7.27, twelve minutes behind time. The Royal party was larger than usual, as not only Princess Beatrice accompanied Her Majesty, but Princess Christian and her two sons, as well as Princess Alice of Albany. The Queen's fourgon was attached to the train at Basingstoke. General Ponsonby, Captain Edwards, Dr. Reid, Mr. Sahl, and Lord Bridport were in attendance; the latter joined the officers in charge of the train in their light supper at Banbury.

The down journey was a very steady one. At Perth arrangements were made for an effectual screen of large evergreens to prevent intrusion on Her Majesty when passing to the rooms appointed for her reception. Our arrival at Ballater was punctual, 2.30 p.m.

November 20th.—Her Majesty, accompanied only by Princess Beatrice and Princess Irene of Hesse, left Ballater Station at 2.0 p.m., Mr. Kempt in

charge, on behalf of the Caledonian Company from Aberdeen. The dinner took place at Perth Station as usual.

Very heavy snow fell during the journey, and was thick on the ground at Beattock Summit. On arrival at Wigan in the early morning, I was handed

1883.
Nov. 20th. a special telegram from the Home Secretary warning us of rumours of explosives being placed on the line, and suggesting the running of an extra pilot engine between the ordinary pilot and the train. This was done, and this second pilot was started very shortly after our arrival at Wigan. I have often thought how completely the driver of this engine "took his life in his hand," for had any attempt been made or any explosives placed on the line, it would have been done immediately after the passing of the first pilot, and the next to experience the attempt would have been this second pilot driver. The arrangement was extended by communication from Wigan to the Great Western authorities throughout to Windsor. On arrival there I explained privately to Sir H. Ponsonby what had taken place.

1884. Prior to the first journey to Scotland this year, I was instructed to communicate with Colonel Byng at Windsor, with a view to reduce the quantity of luggage that was growing year by year to such an extent as to overfill and overweight the vans; he very kindly took steps to adopt the idea of sending in advance a considerable weight of the personal luggage.

On May 24th, Mr. Burlinson and I were at Windsor preparatory to the Queen's departure, and, as was frequently the case, Colonel Ponsonby came down to the station in the afternoon. At his invitation we went to the Round Tower, in which he resided, and were shewn over its interesting but somewhat prison-like apartments by him. Her Majesty left Windsor at 8.35 p.m. Lady Southampton was the Lady-in-waiting, Colonel Byng, Major Edwards, Hon. A. Yorke, and Dr. Read in attendance. On arrival at Oxford a note

1884.
May 24th. was received by Colonel Byng from the Queen complaining that gas had been introduced into her saloon instead of oil, and requesting an alteration. The substitution of oil then was simply impossible! The glare of the gas in the globes, which unfortunately were plain and not frosted, was the great source of annoyance, and I had the supply reduced as far as possible, to be of service. The Equerries were much troubled about the complaint; the change had been authorised by Sir Henry Ponsonby, but Her Majesty had not had the matter fully explained.

The train on this occasion was fitted with three descriptions of brakes—Simple Vacuum, Automatic Vacuum, and the Westinghouse Brake. Mr. Webb travelled with us from Bushbury to Carlisle. One of the brakes got very hot at Larbert and caused some little delay, but the train reached Perth at 9.42 a.m. Breakfast was served as usual in the Railway Company's Committee Room by Mr. McDonald.

Train fitted with 3 descriptions of Brakes.

Mr. Badenoch Nicolson, Mr. Kempt, Mr. Graham, Mr. Drummond, and Mr. Gillespie were in attendance. The public were kept away by the usual rope across the end of the platform. The train reached Ferry Hill, Aberdeen, to time, and the Deeside Directors, Mr. Ferguson, Chairman, Mr. Adam, Deputy Chairman, Mr. Irvine of Drum, Sheriff Guthrie Smith, Mr. Ligertwood, and Mr. Moffatt, the General Manager, joined the train and accompanied it to Ballater, where a punctual arrival at 2.45 p.m. was made.

June 24th.—The Queen left Ballater at 2.50 p.m., Major Edwards and Colonel Lindsay being the officers in attendance, with Hon. Mr. Yorke and Dr. Reid. The Queen was accompanied by Princess Beatrice, Princess of Leiningen and the Duke of Connaught's children, the Dowager Duchess of Roxburghe, Hon. H. Stopford, Hon. Evelyn Moore, and Mademoiselle Norèle. Dinner was not taken at Perth, luncheon baskets being supplied instead. We made a punctual arrival at Windsor 8.50 a.m.

September 1st.—Her Majesty left Gosport at 7.15 p.m. accompanied again by Princess Beatrice, Princess Margaret, and Prince Arthur of Connaught. The Crown Princess of Germany and Princess Victoria of Prussia joined the Royal train at Basingstoke, with Count Seckendorf and Baroness Gershorff. Her Majesty's suite consisted of the Dowager Marchioness of Ely, Hon. Frederica Fitzroy, Colonel Ponsonby, General Gardiner, Major Edwards, and Dr. Reid. Mr. Verrinder represented the London and South-Western at Gosport, Mr. Tyrrell the Great Western Railway at Basingstoke. An excellent journey was made throughout, with the usual stoppage at Perth for breakfast. Mr. Moffatt was laid aside by illness and he was accordingly not with the train, which at Ballater, was met by both the Prince and Princess of Wales and their children.

November 19th.—Her Majesty left Ballater at 2.0 p.m. We were no less than seven minutes late attaching the fourgon, which had been delayed in its departure from Balmoral. The Queen was accompanied by Princess Beatrice, the children of the Duke of Connaught, Dowager Duchess of Roxburghe, Hon. H. Phipps, Hon. Evelyn Moore, and Miss Bauer; Colonel Ponsonby, Sir J. McNeill, Captain Bigge, and Dr. Reid. Major Ross was in attendance at Ballater in charge of the County Constabulary. Mr. Ferguson, of Kinnmundy, the Chairman of the Great Northern, dined with our party at Perth, and went with us as far as Larbert. I was sorry to learn from him the story of Mr. Ligertwood's disappearance.

1885. The Queen's journey to Scotland, in May, was entirely under the charge of Mr. Findlay. Her Majesty's return, in June, fell to my lot. Intimation

1885.

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Journeys.

was received that in consequence of the fall of Mr. Gladstone's Ministry the Queen's return from Scotland would take place some days earlier than originally intended, and the arrangements had to be made with unusual celerity.

The Queen left Ballater, June 16th, at 2.50 p.m. She was accompanied by Princess Beatrice, the Princess of Leiningen, Prince Arthur and Princess Margaret of Connaught. A detachment of the Cameronians, under command of Captain Heathcote, and a body of the County Constabulary, under Major Ross, were drawn up in the usual space outside the station. The suite included the Dowager Duchess of Roxburghe, the Hon. Horatia Stopford, the Hon. Evelyn Moore, Mademoiselle Norèle, the Hon. Rosa Wood, Viscount Bridport, Captain Bigge, and Dr. Reid.

It had been intimated that the public were on this occasion not to be admitted to Ferry Hill platform. At the eleventh hour telegraphic instructions were sent that the Queen commanded the withdrawal of this order, just in time to enable the Provost, magistrates, and chief officials of Aberdeen to attend. The train was timed to be only five minutes in Perth; but it was impossible to serve the meals into the various saloons in this limited time, in addition to which several minutes additional were occupied owing to Her Majesty receiving, and having to reply to, numerous telegrams. Mr. Bore, our Carriage Superintendent, was ailing in health, and was unable to accompany the train as usual. Mr. Panter took his place. The arrival at Windsor at 8.50 a.m., June 17th, was punctually made, notwithstanding the late start from Perth.

On 24th August Her Majesty left Gosport for Scotland, and on this occasion the new Manager of the South-Western Railway, Mr. Scotter, was

Aug. 24. — 1st Journey of Prince Henry of Battenberg. — Mr. Scotter.	in attendance, together with Mr. Verrinder. The handsome young bridegroom, Prince Henry of Battenberg, and the Duke of Hesse were in the train. The Queen was accompanied by Princess Beatrice. The Duke of Connaught's children travelled with the train. Lady Waterpark, Hon. Harriet Phipps, Hon. Frederica Fitzroy, Colonel Byng, Captain Bigge, Hon. A. Yorke, Dr. Reid, and Herr Muther, who had succeeded Mr. Sahl, were also in attendance. On this occasion, during the stoppage at Wigan in the dead of night, while the examination of the vehicles was being carried out as usual with all possible quietude to give an undisturbed night's rest to the Royal travellers, I was much annoyed to hear one of the up mails approaching at the full speed which such trains can display in passing along the falling gradient at that place, and, in addition to the roar of the train, the driver, for reasons of his own, opened his whistle and kept it going shrilly as he passed along the line close to the stationary train. I fully expected to receive a complaint on the subject, but was resolved that no repetition should occur, and the travelling instructions hence forward contained an order that no train, mail, or express should be allowed to pass through either Wigan or Oxenholme, during the time the Royal train might be standing there.
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At Perth I was surprised to see two gentlemen in kilts and sporrans alight from the train—no one wearing such costumes had to my knowledge entered it—and Prince Henry and the Duke of Hesse, for such they proved to be, must

have dressed in their Highland garb while travelling. Before the train reached Perth a message had been sent by Her Majesty desiring the platform to be kept clear on arrival, but allowing the public to approach close to the carriage on her departure. The news soon spread and in consequence a very large crowd assembled round the Royal saloon, the same freedom was extended at Bridge of Dun station. Mr. Ferguson, the Chairman of the Great North of Scotland, and Mr. Moffatt, the Manager, with Mr. A. G. Reid, Superintendent, Major Ross, Sheriff Dove Wilson, and other County and City Officials, joined the train at Ferry Hill. The reception there was highly enthusiastic as it was the first occasion of the Princess Henry of Battenberg going north since her marriage. The Queen with Prince and Princess Henry stood at the window of the saloon acknowledging the manifestation.

On returning homeward same evening I was informed that Lord Wolverton and two London and North-Western Directors were coming by special over the Highland Line and would join me at Pople's Hotel. The message was a good instance of accumulated inaccuracy. The arrival proved to be Mr. S. P. Wolfertan, one of our Directors, and we spent a very pleasant evening in a stroll over the Inches, and on the following day journeyed together as far as Crewe; Mr. Bore accompanying us part way. This journey, August 25th, proved to be his last trip with the Queen's train, as he resigned the Company's service through ill-health at the end of the year.

The 17th November was appointed for the Queen's return from Ballater. On the way down at Perth I was informed that messages had been received intimating a change of fifty minutes in the time of the journey, and withdrawing the arrangement for dining at Perth; amended bills were to follow me to Ballater; numerous telegrams were of course entailed; but interviews with the various officials as I travelled north ensured an understanding as to the changed times. At Ballater the new bridge over the River Dee, a stone erection in substitution for the old and somewhat rickety wooden-strutted structure, had recently been opened, and I made my first passage over it.

Mr. Park made his first responsible journey on this occasion, and had to report a slight explosion having occurred in the equerries saloon in connection with the heating apparatus. We left at 2.50 p.m. in intense frost, the thermometer registering twenty degrees of frost, the whole of the lavatories in the train getting frozen. Colonel Ponsonby and Sir John McNeill joined our small party at the bedding-down supper at Carlisle station.

The Royal party accompanying the Queen were Prince and Princess Henry of Battenberg, and Princess Frederica of Hanover. Lord Aberdeen and Sheriff Dove Wilson accompanied the train from Ballater to Ferry Hill. The civic authorities at Windsor prepared a great reception to welcome Prince and Princess Henry to the Royal Borough.

1886. On May 11th the Queen travelled to Liverpool to open the Industrial Exhibition there, Mr. Findlay in charge. On the previous 30th March, with Mr. Frank Stevenson and Mr. Shaw, I had made a visit to
1886. Liverpool for the purpose of an interview with the Mayor to
May 11. decide upon the precise point for Her Majesty to be received.
Queen's Visit Special sidings had been introduced from Edge Hill for the
to Royal train to approach nearly to the Exhibition, but there was
Liverpool. some difficulty as to the precise stopping place. A few yards further and the boundary of Liverpool would be passed and the right of reception would fall to the County Authorities ; such a complication for the Liverpool Exhibition must be avoided at all hazards, and the necessary arrangements were made for the temporary exhibition platform accordingly (see page 324).

Her Majesty was in Liverpool, Newsham House, for portions of the 11th May, all the 12th, and left in the forenoon of the 13th. Our officers meeting was appointed to be held in Liverpool on the 12th, and it was interrupted frequently by messengers from Newsham House with variations as to the arrangements for the return ; fortunately, Mr. Burlinson, of the Great Western Railway, was at hand and readily assisted in the changes that were from time to time decided upon.

The Queen returned from the Exhibition sidings and travelled *via* Bushbury and Banbury to Windsor, where we arrived at 3.0 p.m. Mr. Alfred Fletcher and Mr. John Bateson were present at our departure from Liverpool on behalf of the London and North-Western Company, together with Mr. James Shaw, and Mr. Fletcher (Telegraph Department).

On 26th May, Her Majesty left Windsor for Scotland, Mr. Burlinson accompanying me as far as Bushbury. The Royal party consisted of Princess Beatrice, the Princess Louis of Battenberg, Prince Arthur and Princess Victoria Patricia of Connaught ; the suite being the Dowager Marchioness of Ely, the Hon. Evelyn Moore, the Hon. Maude Okeover, Mademoiselle Norèle, Major Edwards, Major Waller, the Hon. A. Yorke, and Dr. Reid.

At Carlisle, where the train arrived at 5.20 a.m., a stay of seven minutes was made. Our officers on the occasion were Mr. Whale, Locomotive Superintendent ; Mr. Worthington, Engineer ; Mr. Cattle, District Superintendent ; and Mr. Fletcher, Telegraph Superintendent. The Caledonian officers were Mr. Kempt, Mr. Curren, and Mr. Drummond, Locomotive Engineer ; Mr. Graham and Mr. Dundas, Engineers ; and Mr. Dunn, Telegraph Superintendent.

On arrival at Perth through the alterations to the platform it was found that the usual portable scarlet carpeted steps would not admit of the Queen's Saloon door being opened, we had to discard their use on the occasion and lower the folding steps with which the Royal Saloon was fitted. Breakfast was taken at Perth as usual, and Ballater reached at 2.40 p.m.

Returning to Windsor on June 24th the Queen was accompanied by Princess Beatrice, Prince Arthur and Princess Victoria Patricia of Connaught, Princess Louis of Battenberg (with the infant Princess Alice), Dowager Marchioness of Ely, Hon. Evelyn Moore, Hon. Maude Okeover, Colonel Carrington, Major Edwards, Hon. A. Yorke, and Dr. Reid.

The Royal train left Ballater at 2.50 p.m.—Mr. Moffatt in attendance for the Deeside Board. At Perth the station duplication was sufficiently advanced to allow of the train passing for the first time along the new up-side line. The journey was completed without incident, if I may except the story of the “State Secret Telegram,” an incident which Mr. Kempt frequently recalls with amusement. Arrived at “Summit” about the usual time 10.15,

Telegram.

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**State Secret,
June 24th.**

in the long drawn out evening twilight, one of the sergeant footmen came up to Mr. Kempt and myself, as we stood by the side of the carriages and enquired if it was possible from that place to send a telegraph message to Balmoral? Certainly it could be done, he had better come to the signal box as it could only be sent thence; the times were somewhat troubled, and Mr. Kempt called on me to follow, expecting probably to learn some important tidings affecting the Kingdom's welfare. What a fall was there! The message turned out to be one to intimate that Miss ———, had left a pair of black silk stockings behind! It is a treat to hear Mr. Kempt tell the story. The train reached Windsor Station “on time.” His Royal Highness Prince Henry of Battenberg being in attendance there to receive Her Majesty and Princess Beatrice.

On 17th August, with Mr. Verrinder, I went down to Gosport, Her Majesty's train being appointed to leave Clarence Yard at 6.45 p.m. The

**Gosport
to**

**Edinburgh,
17th August.**

“Gordon Boys” on this occasion were assembled at the platform for Her Majesty's inspection. From Gosport the Queen had Princess Beatrice as usual in her saloon, Prince Henry of Battenberg also travelled with the train; Lady Waterpark, Hon. Horatia Stopford, Lord Bridport, Sir Henry Ponsonby, Major Edwards, and Dr. Reid completed the suite. The train travelled *via* Basingstoke and Banbury, supper being taken at the latter station. At Carlisle the train passed into the care of the North British Company. Mr. Walker, the General Manager, Sir J. Falshaw, the Chairman, and Mr. McLaren taking charge of the train, which travelled *via* Melrose to Waverley Station. Her Majesty remained in Edinburgh till the night of Friday, 20th August, when late in the evening she left Waverley Station and travelling through the night at moderated speed (by desire) we reached Ballater at 8 a.m. on Saturday morning, a short stoppage having been made at Aboyne for cups of tea to be handed to the travellers. The Duke and Duchess of Connaught joined the train on its leaving Edinburgh on the 20th.

On 2nd November, Her Majesty returned from Ballater, but a considerable deviation from the well accustomed running was made, with respect to which I had seen Mr. Boyle the Station Master on the previous evening.

**Ballater to
Edinburgh,
2nd Nov.,
thence by
N. B. Railway
to Carlisle,
3rd Nov.**

We left Ballater at 11.45 a.m., the Queen being accompanied by Prince and Princess Henry of Battenberg, Princess Irene of Hesse, the Dowager Duchess of Roxburghe, Lady Ely, Hon. Ethel Cadogan, Sir Henry Ponsonby, Sir John McNeill, Major Bigge, and Dr. Reid. The Royal train on this occasion was taken into Aberdeen Station instead of exchanging engines at Ferry Hill. Luncheon Baskets were handed in to the compartments. The Caledonian Company took the train to Larbert, whence the journey was made over the North British Line to Waverley Station once more, Her Majesty staying at Holyrood for the night.

My old friend Mr. Wieland was among those who attended the departure of the Royal train next evening from Waverley Station. The train travelled by the North British Waverley route *via* Galashiels and Riccarton; the running was very jerky and in places the speed was excessive. I feared complaint would ensue, and I was not mistaken, for on arrival at Carlisle Colonel Ponsonby brought me a note handed to him by the Queen stating that the unpleasant travelling had made her quite sick, and requesting reduced speed for the rest of the journey rather than such discomfort. Mr. Walker the Manager, and Mr. McLaren the Superintendent, seemed surprised at the complaint, but their driver was unaccustomed to the steady running Her Majesty required. I promised the utmost steadiness for the rest of the journey, and specially warned our friends of the Locomotive Department on whose cautious running I knew I could rely. A very satisfactory journey was made and Windsor was reached at 9.15 a.m.

1887. Three of the Royal Scotch journeys fell to my lot this year.

Friday, 20th May.—The Queen left Windsor at 8.10 p.m.—the Princess Beatrice accompanying her. Princess Frederica of Hanover and Prince Henry of Battenberg were also with us; so were the Duke of Connaught's three children, Princesses Margaret, Victoria Patricia, and Prince Arthur of Connaught, the infant Prince of Battenberg, Lady Waterpark, Hon. Horatia Stopford, Hon. Frederica Fitzroy, Hon. A. Yorke, General Sir M. Biddulph, Major Edwards, Dr. Reid, and Mr. Muther.

On this occasion the four paged diagram, which usually was placed in the Royal saloons, shewing the whole list of stations the train passed on its entire journey and the time at which the train was due at each, had an additional column introduced on it shewing the contour of the line and the gradients. The Shap and Beattock inclines were of course the most prominent features, but on the Deeside Line the gradual ascent from nearly sea level at Aberdeen to the finish at Ballater (658 feet) was very pronounced. Mr. Footner very kindly assisted me in the preparation of these gradient sections, not only on this first occasion, but also in the various routes subsequently travelled over; his co-operation was valuable and always prompt.

**Gradients
shewn on
4 paged
Diagrams,
20th May.**

The following diagram is a reproduction of the portion affecting the "Great North"—

WINDSOR TO BALLATER.

Gradient.	Distance from Windsor.	Name of Station.	Time Table.	Actual Time.
ABERDEEN	546 $\frac{1}{2}$	Aberdeen arr.	P.M. 1 4	
		"... .. dep.	1 9	
	549 $\frac{1}{2}$	Cults pass	1 16	
	551 $\frac{1}{4}$	Murtle "	1 19	
	552 $\frac{1}{4}$	Milltimber "	1 21	
BANCHORY	553 $\frac{3}{8}$	Culter "	1 23	
	555 $\frac{5}{8}$	Drum "	1 27	
	556 $\frac{5}{8}$	Park "	1 29	
	562 $\frac{5}{8}$	Banchory "	1 41	
	567 $\frac{1}{4}$	Glassel "	1 51	
ABOYNE	569 $\frac{5}{8}$	Torphins "	1 56	
	572 $\frac{3}{4}$	Lumphanan "	2 3	
	575 $\frac{3}{8}$	Dess "	2 8	
	578 $\frac{1}{8}$	Aboyne "	2 13	
	582 $\frac{5}{8}$	Dinnet "	2 22	
BALLATER	585 $\frac{1}{4}$	Cambus O'May "	2 27	
	589 $\frac{1}{8}$	Ballater arr.	2 35	

Mr. Findlay and Mr. Webb travelled with the train as far as Carlisle. Breakfast was taken as usual at Perth Station, and a punctual arrival was made at Ballater. The Royal party started for Balmoral in very heavy rain—indeed, the rain at Aberdeen had been so heavy that Her Majesty with thoughtful consideration had sent word to the gentlemen standing by the train, that they need not remain uncovered. Sir John Clark, Mr. Irvine of Drum, Sheriff Guthrie Smith, with Mr. Moffatt, Mr. A. G. Reid, and others accompanied the train to its destination. The stations on this "Jubilee Year" journey were most extensively decorated.

On Thursday, 16th June, the Queen left Ballater. I had met Dr. Carter at Ballater Hotel on the previous evening, and shewed him over the Royal

train this day; he proved to be a brother of Mr. Carter, the Solicitor to the Midland Railway Company. To receive Her Majesty at the station were, Mr. Ferguson, the Chairman, Mr. Moffatt, Mr. Reid, and the engineer, Mr. Barnett. The Queen was accompanied by Prince and Princess Henry of Battenberg and Princess Frederica of Hanover, Lord Edward Clinton, Hon. A. Yorke, Major Edwards, Mr. Reid, and Mr. Muther. The afternoon was very hot, and the journey was made without any special incident, except my being very nearly left behind at Larbert owing to detention at Major Edwards' saloon, relative to a telegram he had to despatch. The guard had to apply the brake to enable me to join the train.

A bouquet was brought down in the grey of the morning at Bushbury for Her Majesty by some ladies resident in the neighbourhood (Miss Lovatts), which I promised to hand to Major Edwards further on upon the journey, the presentation being an unauthorised one. I heard afterwards from Sir Fleetwood Edwards, that the Queen had been graciously pleased to accept it and had desired her thanks to be conveyed to the ladies for "the lovely flowers they were good enough to offer for Her Majesty's acceptance." On arrival at Windsor the train was met by His Royal Highness the Duke of Connaught.

I did not take the Queen's train down in August. Mr. Findlay did so, and on this occasion an amusing incident took place on his visit to Portree.

**Mr. Findlay at
Portree
taken for
Mr. R. Finlay,
M.P.**

The Member for the Inverness Burghs was named Finlay (now Sir R. Finlay) and it was rumoured that he intended canvassing for the county at the forthcoming election. Tidings of his coming were eagerly expected and the captain of the "Clydesdale" at Strome was instructed to look out for him, and put up the flags on the steamer in his honour. Mr. Findlay was on board, Findlay's name was on the luggage, up went the flags, and a great reception was ready for the expected visitor on arrival at Portree. Mr. Findlay was quite surprised to find himself the innocent centre of so much enthusiasm, and the mistaken cause of elaborate preparations at the Hotel for a Mr. Finlay's reception. It is said the landlord added more than one "D" when he found how he had been deceived!

Friday, November 25th.—This journey was distinguished by a series of petty mishaps. Through late arrival of the engines the train was "set" to the platform much later than usual, and in attaching the Queen's fourgon a portion of the Westinghouse brake was injured. At Perth, the station was in an incomplete state owing to the progress of alterations in connection with the doubling of the place, so that while the train itself ran to the up side of the island platform, the Royal travellers had to pass to the entrances of the dining rooms as of old on the down side. The arrangements did not reflect any credit on the station authorities, and so far did the confusion extend that when Her Majesty was passing along the platform to her Saloon, passengers by an

Nov. 25th.

**Ballater to
Windsor.**

Minor Mishaps.

incoming train were passing along the same platform, and I had personally to clear the way. Mr. Eddy was there and felt keenly annoyed—he promised that “never again” should such a state of things occur.

At Beattock Summit, the reading lamps in the Royal Saloon were “out,” and at that exposed spot new lamps had to be found for the Queen’s table, fortunately a duplicate had always been carried in the train since the previous difficulty here in 1873. On arrival at Windsor, after the train had been divided as usual, the Great Western engine appointed to take the second or Queen’s portion into the terminus had great difficulty in starting, and two or three minutes elapsed before it could move its vehicles. Mr. Burlinson, Messrs. Armstrong and Spagnoletti travelled with the train from Bushbury, and Mr. Alfred Higgins was on duty at Windsor. Princess Beatrice was with Her Majesty as usual, and with the train were Princess Frederica of Hanover, and Prince Henry of Battenberg. The young scions of the Battenberg family accompanied the train on this journey. The suite in attendance consisted of the Dowager Marchioness of Ely, Hon. Ethel Cadogan, Miss Bauer, Sir H. Ponsonby, General Gardiner, Sir Fleetwood Edwards, Mr. Muther, and Dr. Reid.

1888. The first of the Royal journeys this year was made on Whit-Monday evening, 21st May, leaving Windsor at 8.20 p.m. This was the last Royal journey which Mr. Tyrrell accompanied as Great Western Company’s Superintendent. We had a good run throughout, excepting the unusual occurrence of a stoppage outside Crewe, by some electric bell failure in the signalling between two of the signal boxes. The only change made in the train running was the substitution of Carstairs instead of Summit, as a stopping place for water, etc., and the withdrawal of Larbert. General Sir Michael Biddulph acted as equerry, and we had for the first time in the train as part of the passengers to be accommodated, two Indian servants, Abdul and Achmet. The Queen was accompanied by Princess Beatrice, the Princesses Victoria and Louise of Schleswig Holstein, Hon. Harriet Phipps, Hon. Frederica Fitzroy, Hon. A. Yorke, Major Bigge, Dr. Reid, and Mr. Muther.

At Perth, on this occasion, the new assistant Station Master Leighton was in attendance with Mr. McLagan. Leighton* had been for some years previously with the Lancashire and Yorkshire Railway Company, and had been selected for this post (which he filled with great credit for many years) upon the joint recommendation of Mr. Cockshott and myself, the Joint Committee of Perth Station having requested us to select and recommend a suitable man for the position.

There was some doubt as to the day on which Her Majesty would return in June, but Wednesday the 20th was finally decided upon. Princess Beatrice,

* He retired in 1900, and died in September 1902.

Prince Henry of Battenberg, Princesses Victoria and Louise of Schleswig Holstein, Princess Margaret and Prince Arthur of Connaught, Princess Victoria and Prince Alexander of Battenberg, accompanied Her Majesty. There was no guard of honour at Ballater, no flags were exhibited, the public were excluded from the terminus, as well as from Ferry Hill; express orders being issued that in consequence of the Queen being in deep mourning owing to the death of the Emperor of Germany, the strictest

June 20th. Mr. Eddy's last journey over Caledonian Railway with Royal Train.	privacy would be observed on the journey. The suite in attendance consisted of Dowager Duchess of Roxburghe, the Hon. Miss Phipps, the Hon. Miss Fitzroy, Lord Edward Pelham Clinton, the Hon. A. Yorke, Major Bigge, Mr. Muther, and Dr. Reid. Mr. Eddy made his last journey with Royalty on this occasion by the train from Aberdeen. Carstairs was again adopted
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finally as the stopping place for the train in substitution for Larbert and Summit. The train arrived at Windsor about fifteen minutes late, having been delayed between Culham and Didcot by a goods train off the line. Mr. Burlinson, assistant Superintendent of the Great Western Railway, with Mr. Spagnoletti was in charge of the Great Western portion of the journey, and at one time we

Block on Great Western Railway.	expected we might have to travel <i>via</i> Thame, but, fortunately, one line was open for traffic in time, and the Royal train was piloted over the single line between Culham and Didcot with but trifling detention. Colonel Carrington met the Royal train on arrival at Windsor, and so did Mr. Tyrrell.
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By the Autumn journey from Gosport, a deviation from the usual routine took place. Tuesday, 21st August, was the date of the journey.

Gosport to Renfrew, 21st August.	Admiral Commerell, the Port Admiral, and General Willis were the officers to receive Her Majesty, tendering as usual the Keys of Portsmouth. A salute of guns was also given—a portion of the ceremony very generally dispensed with at Gosport. The Grand Duke of Hesse was with the train as well as Princess Beatrice, but Prince Henry went down by sea.
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Mr. Scotter and Mr. Verrinder were the officers in attendance for the South-Western Company, and Mr. Allen of the Great Western made his first journey as representative of the Great Western Company. Our first destination was Renfrew, and from Carlisle the train travelled along the Glasgow and South Western route *via* Sanquhar to Renfrew. Her Majesty visited Glasgow in the afternoon of the 22nd, leaving Renfrew at 3.45 and returning at 7.15 p.m. I had Sir Archibald Campbell as fellow passenger for this trip.

On the 24th, Her Majesty again went to Glasgow. Mr. Mathieson, Superintendent of the Glasgow and South-Western, supervised these arrangements.

Renfrew to Ballater, 24th August.	The Queen arrived at 11.30 a.m., and left again at 1.45 p.m. At night once more the Royal train was in requisition at Renfrew, and we started at 11 p.m. with orders for slow travelling through the night to Perth, Aberdeen, and Ballater, where we made an early morning arrival.
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LORD C. FITZROY.



GENERAL PONSONBY.



SIR FLEETWOOD EDWARDS.



SIR JAMES REID.

November 15th (Thursday).—Her Majesty left Ballater at 2.15 p.m. Prior to starting I had, as instructed, a chat with Sir Henry Ponsonby as to the suggestion, that for the short framed saloons used by the Queen there should be substituted the far steadier forty-two feet saloons, but the outcome was an intimation that “no change” should be made. The Queen was accompanied on this occasion by Princess Beatrice, Prince Alexander and Princess Victoria of Battenberg, the Duke of Albany and Princess Alice of Albany, the Dowager Duchess of Roxburghe, the Hon. Miss Cadogan, the Hon. Miss Deane, Sir Henry Ponsonby, Major Bigge, the Hon. A. Yorke, Mr. Muther, and Dr. Reid. Mr. Ferguson of Kinmundy, Mr. Moffatt, Mr. Reid, the Manager and the Superintendent of the Great North, were as usual at Ballater. Sheriff Guthrie Smith, Mr. G. Cadenhead the Procurator Fiscal, and Major Ross also formed the familiar group at the starting point. A very punctual run brought us to Windsor in the morning at 8.50, the appointed hour.

1889. Her Majesty went down to Scotland on 6th June. I did not accompany the train, as Mr. Findlay himself took charge, but I was entrusted with Her Majesty's return on the 25th—her stay being a very short one. She was suffering from sciatica ; special orders were given that the platforms at her departure must be kept quite private, and the carriage, in the endeavour to insure a cool interior, was roofed specially with felt. No stoppage was made for dinner at Perth. Of the Caledonian officials, the evergreen Engineer, Mr. George Graham, accompanied the train from Aberdeen to Carlisle ; so did Mr. Kempt and Mr. Drummond. Mr. Burlinson joined at Bushbury, and the Windsor terminus was in pursuance of instructions kept quite private.

The Queen was accompanied on this occasion by Her Royal Highness Princess Victoria of Prussia, and Her Grand Ducal Highness Princess Leiningen, Dowager Duchess of Athole, Hon. Harriet Phipps, Hon. E. Cadogan, Colonel Lord Edward Pelham Clinton, Hon. A. Yorke, Major Sir Fleetwood Edwards, Mr. Muther, and Dr. Reid.

In August the Queen paid a visit to Mr. Robertson at Palé, near Bala in Merionethshire ; the train to that destination ran from Windsor to Llanderfel Station under the guardianship of the Great Western Company.

Llanderfel to Ballater, August 27th. For the night journey the usual royal train fitted for night travelling was sent on the afternoon of Tuesday, the 27th, to Llanderfel. I accompanied it from Chester. At Llanderfel the train was duly set, and I went through the carriages placing as

was my custom, the usual diagrams in the Queen's own saloon. In stepping out, in forgetfulness of the fact that there was no footboard to the vehicle, I dropped between the high platform and the carriage. It was a very narrow squeeze. One of the men extricated me from the awkward position, and I was glad to find I had escaped serious personal injury, the only result being a long

graze of the shin bone. I managed to pull myself together and did not feel any ill effects till a couple of days afterwards.

Her Majesty was accompanied by Prince and Princess Henry of Battenberg and Princess Alice of Hesse—Sir Watkin Williams Wynn, Colonel West and Sir Henry Robertson being on the platform. Sir John MacNeill travelled as far as Chester. The train on leaving Llanderfel was timed to travel somewhat slowly through the night. The line *via* Llangollen and Ruabon was for the major part single line, entailing slacks for train staff exchange. Mr. Burlinson represented the Great Western Company, and for the run from Chester to Walton Junction (Warrington) and Wigan we had Mr. Patchett and Mr. Ephraim Wood as fellow passengers—officers unusual on these Royal trips. At Warrington we were once more on the usual route. Mr. Kempt, Mr. Graham, Mr. Drummond, and Mr. Dunn met us as usual at Carlisle, but the times varied from the accustomed hours. At Perth the train was due at 6.50 a.m. Five minutes only were allowed at Perth, and arrangements were made for providing Her Majesty with breakfast at Aberdeen Station. Instead therefore of calling at Ferry Hill the train steamed into the Joint station, where the whole of the waiting rooms were decorated and made available for the reception of Her Majesty and the members of the suite. Slow though the timing had been, I was sorry at Aberdeen to hear both from Lady Churchill and Sir Henry Ponsonby that the Queen had complained of unsteady travelling down Shap incline. The train remained an hour in Aberdeen, and the Royal party was reinforced by the addition of the Hereditary Grand Duke of Hesse who had come from London by the limited mail. Mr. Irvine of Drum, Convener of the County, Sheriff Guthrie Smith, Mr. Ferguson of Kinmundy, Mr. Nicolson of Glenbervie, and several of the Great North officials accompanied us. Ballater was reached at mid-day.

Returning homeward I travelled *via* Edinburgh and took the opportunity of driving to the Forth Bridge, which was at that time in one of the most interesting stages of its construction; the two intermediate girders, springing from the central structure on Inch Keith Island, having been commenced.

On 20th November Her Majesty with Princess Beatrice and three of her children returned from Ballater. The Dowager Duchess of Roxburghe, Miss McNeill, the Hon. Ethel Cadogan, and Hon. Marie Adeane in attendance with General Ponsonby, Sir John McNeill, Major Edwards, Mr. Muther, and Dr. Reid. Lord Aberdeen met the train at Ferry Hill and had a conversation with Her Majesty. This was the only occasion on which I remember any irregularity in our pulling up exactly to the mark at Perth. Through some inadvertence on the part of the Assistant Station Master the drivers on approaching were signalled forward and ran some considerable distance too far along the platform, the train having, subsequently, to set back to the appointed spot for the Queen to alight for dinner. Twenty minutes additional time was requested to be taken for the train running on this occasion, and Windsor was reached punctually at 9.10 next morning.

1890. In the year 1890 the whole four of these Royal journeys fell to my share.

May 22nd.—The Queen left Windsor at 8.50 p.m. Her Majesty on this occasion was accompanied by Prince and Princess Henry of Battenberg and their children, Prince and Princess Henry of Prussia, Prince Waldemar, and the children of the Duke and Duchess of Connaught.

May 22nd. The ladies in attendance were Viscountess Downe, Miss McNeill,
— and the Hon. Miss Adeane. Sir Fleetwood Edwards, Major
Windsor to Legge, Dr. Reid, the Hon. A. Yorke, and Mr. Muther, with Baron
Ballater. Seckendorf and Countess Rantzau. At Carlisle Mr. Kempt, Mr. Graham, and

Mr. Drummond met and accompanied the train. Lord Breadalbane joined

us at Carstairs. After breakfast, at Perth, we inspected the new
Perth hotel which was nearing completion, adjoining the east side of
New Station the station with a view to its being brought into use on future
Hotel occasions for Her Majesty's accommodation. Prince Henry of
inspected. Battenberg and Prince Henry of Prussia were taken into the hotel by the

Marquis of Breadalbane—this being the last occasion on which the Station Board Room was used by Her Majesty. With Baron Seckendorf, at Perth, I made preliminary arrangements for the return journey of his party. At Ferry Hill, the Lord Provost Stewart and Magistrates of Aberdeen, together with Sir Donald Currie, and the Earl of Caithness, awaited the arrival of the Queen. Aberdeen and Ballater were both reached "on time." Mr. Thomas Adam, Mr. John Crombie, Directors, with Mr. Cadenhead, County Procurator Fiscal, Major Ross, Mr. Moffatt, and Mr. A. G. Reid travelled with the train over the Great North of Scotland Line.

On June 19th, I made my down journey to Scotland by night mail to Edinburgh; visited the Exhibition and proceeded *via* North British route over the Forth Bridge, and thence by the newly opened Glenfarg route to Perth, reaching Aberdeen same night.

June 20th.—The Queen, accompanied only by Princess Henry of Battenberg and her children, and the children of the Duke of Connaught, returned from Ballater, starting punctually at 2.50 p.m. Lord Aberdeen was in attendance and spoke to Her Majesty at Ferry Hill. The new hotel at Perth was not used by us—dinner being handed into the carriages at the station. Mr. Kempt, Mr. Drummond, and Mr. Graham were my fellow travellers over the length of the Caledonian Line. Mr. Burlinson was with the train from Bushbury. Some little difficulty arose at Windsor owing to new locking apparatus having been introduced and not working smoothly.

August 25th.—The Queen left Gosport at 6.50 p.m. Mr. Verrinder being with me. The usual attendance on the part of the Naval and Military authorities was made—Admiral Sir Edward Commerell and Colonel Boyle

August 25th.

Gosport
to
Ballater.

Difficulty
as to
Indian
Attendants.

being present. Sir Henry Ponsonby on arrival of the Royal Yacht appeared disquieted about the Indian attendants, as their caste required three separate compartments, and asked whether their requirements had been met, I could not ascertain what had given rise to any supposed difficulty but no extra vehicle could be provided at that last moment, they had to manage with two compartments, if any difficulty did exist *solvitur ambulando*, we heard no more of it. The Queen was accompanied by Princess Beatrice, the Duke and Duchess of Connaught and their children, Prince Henry of Battenberg and the children of his family, Lady Southampton, Hon. Harriet Phipps, Hon. Evelyn Paget, and Miss Robson. In addition to Sir Henry Ponsonby, Sir Michael Biddulph, and Dr. Reid were in attendance.

Mr. Allen joined the train at Basingstoke. Supper was taken at Banbury as usual, and a very punctual arrival was made at Perth, where for the first time

New
Platform
adjoining
Station Hotel
made use of at
Perth.

the Royal train was taken to the Eastern platform, which had been lengthened by a temporary staging 300 feet long under the superintendence of Mr. W. A. Paterson, the Engineer to the Joint Station; the whole of the Royal party were thus accommodated, and made use of the New Hotel. Both the Duke of Athole and the Marquis of Breadalbane were in attendance at Perth. The Queen had in recent years made complaint of the fatigue incident to ascending the stairs when she had made use of the Station Committee Rooms, but now she was able to walk to her apartment on the level. Aberdeen and Ballater were reached punctually.

November 19th.—Early in the forenoon, the Post Office people at Ballater informed me that I was wanted at the telephone at Balmoral. I tried

Nov. 29th,
1890.

Difficulty
in
Telephoning.

to speak to Sir Henry Ponsonby, but failed to get intelligible communications till I handed the instrument to the post office attendant. "I cannot understand him; he speaks English!" was the only explanation the female clerk at Balmoral could give Sir Henry as to my not succeeding in personal communication. I learnt, however, by the telephone, that it was decided, in view of the rumour as to the outbreak of typhoid at the Perth Station Hotel, not to take dinner in the hotel but in the carriages on the coming return journey. The train was allowed forty minutes for the dinner interval instead of the accustomed fifty-five, but it took forty-eight minutes from our arrival to the time of our starting for the south. We reached Windsor at ten minutes past nine, Sir John McNeill meeting Her Majesty.

On this occasion the Queen was accompanied by both Princess Louise and Princess Beatrice, as well as Princess Frederica of Hanover, and the children of Princess Beatrice, the Dowager Duchess of Roxburghe, Hon. Frances Drummond, Miss McNeill, Miss Cochrane, Sir H. Ponsonby, Lord Burghley, Major Bigge, Mr. Muther, and Dr. Reid.

1891. In the spring journey this year a complete variation was made in the route adopted by Her Majesty and in the time of starting. Several preliminary letters and suggestions for varying the route had been addressed to Sir Henry Ponsonby, and it was not without difficulty that the route *via* Leamington and Coventry was decided upon. The Royal train, consisting of the accustomed London and North-Western stock, left Windsor at 1.35 p.m. on the 21st May and travelled by way of Oxford to Leamington, where it was handed to us, being drawn back on to the North-Western Line: thence the train travelled through Coventry, Nuneaton, Market Bosworth, and Burton-on-Trent to Derby. The passage of the Queen's train by daylight was an entirely new thing to the inhabitants of this district, and the crowds to catch sight of it and perchance of Her Majesty were very great. The Midland Company decorated their station at Derby with much taste; it was a very artistic display.

The Queen was accompanied by Princess Beatrice, Prince Henry of Battenberg, and the young members of their family, the Countess of Errol, the Hon. Ethel Cadogan, Miss McNeill, Miss Cochrane, Sir Fleetwood Edwards, Lord Edward Clinton, the Hon. A. Yorke, Dr. Reid, and Mr. Muther; the Right Hon. M. Matthews, Home Secretary, was the Minister in attendance; Sir Henry Ponsonby, and Sir H. Ewart.

Mr. Ernest Paget, the Chairman, and Mr. Noble, the General Manager of the Midland Company, with Sir James Allport in court dress, and the Mayor of Derby, Mr. A. Seale Haslam (noted for his ingenious system of dry-air refrigerators), received Her Majesty, and she drove into the town for the purpose of laying the foundation-stone of a new Infirmary.

The train was timed to arrive at Derby at 5.38 p.m. and to leave at 7.40, but fully twenty minutes before there was any expectation of her return to the station to resume her journey, the cheering of the multitude indicated her approach. Something unexpected must have happened—this indeed proved to have been the case. Through some mistake on the part of the marshall at the head of the procession the Queen's cortege came back by the same route as it had traversed on its outward course, and by this means a grand stand with hundreds of Sunday School Children, and many inhabitants on the route, who had hoped for a sight of the Queen, were entirely cut out of the proceedings of the day.

However, there was Her Majesty (having knighted the Mayor at the station) now seated in her railway saloon and twenty minutes before time. The pilot due to precede the train by fifteen minutes was at once sent off. Sir Henry Ponsonby said it was impossible to keep the Queen at the station doing nothing for twenty minutes, but he hesitated to authorise a departure so much in advance of time, and a short consultation ensued. Mr. Mugliston (the Midland Railway Superintendent) told Sir Henry he was quite prepared to

20 minutes
before time
at Derby.

—
Derby
to
Carlisle
and
Ballater.

take the responsibility, and the Queen's train started more than fifteen minutes before time. The running from Derby towards the North was very well regulated, and by the time we reached Normanton, where dinner was handed into the Queen's saloon, we were once more on our scheduled time, leaving at 9.30 p.m. The train travelled *via* Hellifield to Carlisle, and was there handed over by the Midland Company to the Caledonian, and fell into its usual course but not at its usual hours. Mr. Kempt, Mr. Graham, and Mr. Dunn joined us at Carlisle together with Mr. Lammie, Locomotive Superintendent, and Messrs. Barr and Dundas. The usual stoppage was made at Carstairs, and Perth was reached at 4.52 a.m.: Mr. Gillespie, Mr. W. A. Paterson, Engineer of the Joint Station, and Mr. McLagan, the Station Master, alone being present.

At Ferry Hill the train arrived at 7.29 a.m., and breakfast was taken into the Queen's saloon, there were none of the usual fashionable spectators at this place at such an early hour. Mr. J. S. Stuart (Assistant Manager), and Major Ramsay represented the Great North Company. Ballater was reached at 9.0 a.m. on Friday, 22nd May.

June 19th.—If the down journey this year had taken us over a new route, the return journey also had much that was new about it. Colonel Byng was the acting authority with the train, Sir H. Ponsonby being absent. As usual Princess Beatrice travelled with the Queen. The Grand Duke of Hesse with Major-General Wernher, the Prince Louis of Battenberg, the Princess Alice of Hesse, the children of Prince Henry of Battenberg, the Dowager Duchess of Roxburghe, Hon. Ethel Cadogan, Miss McNeill, Sir Fleetwood Edwards, Colonel Byng, Hon. A. Yorke, Dr. Reid, and Mr. Muther completed the suite. The train was appointed to travel by the North British Line through Fife, and to pass over both the new Tay Bridge and the recently opened Forth Bridge, to allow the Queen to view both structures; about fifteen minutes being allowed for slow travelling and stopping to inspect both bridges.

Return
Journey,
June 19th.

—

Over New
Tay Bridge
and
Forth Bridge
to
Edinburgh.

I had the pleasure of travelling with Lord Tweeddale and Lord Elgin over the North British, and we had a very sympathetic chat as to the loss they had sustained by the death—the very sudden death at Waterloo Station, London, on 24th April—of Mr. John Walker, the General Manager of the Line, and they very openly discussed with me the qualities of two or three of the names of officers they had under consideration as his successor. At Edinburgh an address was presented to Her Majesty by Lord Provost Boyd, and during the wait of ten minutes both the Marquis of Tweeddale and Lord Elgin had interviews with the Queen.

The royal train travelled *via* Waverley route from Edinburgh, and at Carlisle came once more on its accustomed track. We arrived at Windsor at

8.59 a.m., but on this occasion, by some error in dividing the train—as mentioned at page 479—the carriage conveying the Ladies-in-waiting was taken with the front portion to the arrival side of the station, and they were unable to be upon the platform in the usual position in time to receive Her Majesty on her alighting. Mr. Higgins saw the mistake and its annoying consequences, and he took care that no recurrence should ever happen. The inconvenienced ladies did not forget it.

August 24th.—The Queen's journey was made from Clarence Yard, Gosport, as usual; Mr. Verrinder representing the South-Western Railway. The Queen was accompanied by Princess Beatrice, and Princess Leiningen, the Royal Children of both the Connaught and Battenberg families, Lady Southampton, Hon. Evelyn Moore, Hon. Rosa Hood, Miss Bauer, Sir H. Ponsonby, Major Bigge, Dr. Reid, and the Munshi Abdul Karim. The Duke of Cambridge was present at the departure of the train, and so was the Duke of Connaught. Admiral Gervais was the Naval Officer at the Port, and he took much interest in looking through the Queen's travelling carriage.

Gosport
to
Ballater,
August 24th.

We left at 7.0 p.m. and stopped as usual at Basingstoke for the Great Western engine to take the place of the South-Western, and to attach the fourgon to the train. Lord Bridport joined the train at Basingstoke. One of the axles of the Queen's saloon was found somewhat hot at Wigan and again at Oxenholme, where we arrived in the midst of the heaviest rain storm we have ever experienced in our night journeys. The men under Newbold's care carried out their duty quietly and thoroughly, the axle being, unfortunately, one of those under the Royal night saloon; on arrival at Carlisle it was found cool, and gave no further trouble. The train on this occasion was taken to the platform at the side of Perth Station adjoining the new Station Hotel. The Lord Mayor of London happened to be one of the visitors admitted to the platform. Breakfast was taken at the Hotel, and the journey subsequently completed punctually, the train reaching Ballater at 2.45 p.m.

Friday, 20th November.—The Queen left Ballater at 2.15 p.m. accompanied by Princess Beatrice and her children. Lady Antrim, Hon. Ethel Cadogan, Miss McNeill, Miss Cochrane, Miss Bauer, Sir Fleetwood Edwards, Major Walton, and Dr. Reid, were with the train; Sir John McNeill being the equerry in charge. Lord Provost Stewart travelled with us from Ballater to Aberdeen. Dinner was taken at the Station Hotel at Perth. Mr. Footner our Engineer, accompanied the train. At Carlisle one of Mr. Webb's compound engines, named "Greater Britain," was attached to the train; both Sir John McNeill and Sir Fleetwood Edwards inspected it with much interest. We arrived at Windsor at 9.10 a.m. punctually, and a special message was sent to me from Her Majesty expressing satisfaction with the journey; a highly appreciated compliment.

1892. May 20th.—The Queen left Windsor for Scotland, accompanied by Princess Louise Marchioness of Lorne, Prince and Princess Henry of Battenberg and their children, together with the Princess of Leiningen; the suite consisting of Miss McNeill, Hon. Bertha Lambert, Mademoiselle Norèle, Colonel E. Pelham Clinton, Colonel Byng, Major Bigge, Dr. Reid, and Mr. Muther. Sir Henry Ponsonby was as usual at Windsor Station in readiness to meet Her Majesty, but he did not travel with the train on this occasion. The Munshi Abdul Karim was with the train and his father also, Dr. Mahommed Wazir-Uddin; the Indian attendants travelling in a separate portion of the saloon. Three gradations of accomodation in the saloon were again suggested, but we could not arrange to meet their minute requirements.

Mr. Allen acting as Assistant General Manager, and Mr. Morris as Assistant Superintendent, with Mr. Alfred Higgins were at Paddington, Mr. Burlinson being in the West of England superintending the introduction of the narrow gauge. Mr Webb joined at Bushbury and travelled to Carlisle. The train ran to its now established platform adjoining the Station Hotel at Perth and breakfast was taken there. At the station the Princesses Louise and Beatrice wanted to find the bookstall. It was on the centre platform. Yielding to Mr. Kemp's invitation they entered the luggage lift and were taken across to the bookstall by that means. The Duchess of Athole joined the train at Perth. Ballater was reached at 2.30 p.m. punctually.

On Tuesday, 21st June, I made **my one-hundredth journey** in charge of Her Majesty's Train. On this occasion an excellent run was made throughout. We left Ballater at 3.0 p.m.; dinner was served in the train at Perth, and an arrival "on time" was made at Windsor. Her Majesty was accompanied by Princess Beatrice, her children, the Princess of Leiningen, the Princess Victoria of Schleswig Holstein, the Dowager Duchess of Roxburghe, Miss McNeill, the Hon. Ethel Cadogan, the Hon. Bertha Lambert, Mademoiselle Norèle, Major Hon. H. Legge, Major Bigge, General Dennehy, Dr. Reid, Mr. Muther, and the Munshi Hafiz Abdul Karim.

Some correspondence with reference to this one-hundredth journey of mine passed between our General Manager, now become Sir George Findlay, and Sir Henry Ponsonby, for I was requested to give a list of my Royal journeys, and in the course of a few days I received from Sir Henry by desire of the Queen, an elegant chiming clock bearing the following inscription on a tablet beneath the dial :—

"Presented by Queen Victoria, Empress of India, to Mr. George Potter Neele, in recognition of the care and attention he has given to her comfort and safety when travelling on the London and North-Western Railway for the last thirty-one years, 1892."

It was not until August that any notice of this royal gift found its way to publicity, when both English and American papers made full mention of the presentation I had been honoured with. One provincial paper distorted the gift from a "chiming clock" into a "charming cloak!" I had a perfect shower of letters of congratulation from my personal and railway friends, some of them almost as gratifying as the souvenir itself though not so lasting in interest, for day by day and hour by hour the now familiar quarter-hour chimes of the clock, and its deep-toned hourly boom instinctively recall to memory the kindly giver of the presentation.

Monday, 29th August.—Her Majesty left Gosport in drizzling rain, and made the usual night journey to Scotland. The Queen was accompanied by Princess Beatrice, Prince Henry of Battenberg and their children, also the children of the Duke and Duchess of Connaught, Lady Churchill, and the Hon. Harriet Phipps, Sir Henry Ponsonby, Major Bigge, and Dr. Reid. The Marquis of Lorne and Princess Louise accompanied the train as far as Basingstoke, where Lord Bridport, with the Hon. Rosa Hood joined us. The Royal party took breakfast at Perth Station Hotel, and Lord Breadalbane met Her Majesty there.

The Stations at which the train stopped were Basingstoke, Banbury, Bushbury, Wigan, Oxenholme, Carlisle, Carstairs, Perth, Bridge of Dun, and Aberdeen. The only special incident on our journey took place on nearing Forfar. One of the two engines of the Caledonian had a very hot axle. For some little time prior to our stoppage we had detected the pungent smell of hot oil, but observation along the train as it was running failed to elucidate the cause; at Forfar the train pulled up. "The Queen wants to know 'What gars this stink?'" is John Brown's remark as we pass along the platform by the side of the Queen's saloon. It certainly was a most offensive smell. The locomotive was detached and we travelled with one engine the rest of our way to Ferry Hill, where, however, for the service of the Royal Passengers, a longer stop than usual was made, the train reaching Ballater at 2.45 p.m. Mr. Govett of the London and South-Western Railway, and Sheriff Robertson, were among those upon the platform there.

November 17th.—The Queen's Train left at 2.15 p.m. from Ballater, Mr. Reid the Superintendent of the Great North being in attendance. Princess Beatrice and her three children constituted the Royal party. Before starting Mr. Park and I had to face a complaint made by the Ladies of the Household that they had not sufficient sleeping accommodation in their saloon for their numbers. It was a difficult task to alter this when the train was "set" at the platform, the marshalling having been agreed to, and the other berths in the carriages allotted; however, the resources at Mr. Park's disposal

**Presentation
Clock
from
Her Majesty.**

**August 29th,
1892.**

**Gosport
to
Ballater.**

**Engine
detached
at
Forfar.**

Nov. 17, 1892.

**Ladies of
Household.**

**Extra Accom-
modation.**

enabled us to promise that at Perth provision should be made for all their requirements.

The suite consisted of the Countess of Antrim, Miss McNeill, the Hon. Miss Cadogan, Hon. Miss M. Hughes, and Miss Bauer, in addition to General Ponsonby, Sir John McNeill, Sir Fleetwood Edwards, Dr. Reid, Mr. Muther, and the Munshi Abdul Karim. At Perth the Queen dined in the Station Hotel. Lord Breadalbane was in attendance to receive Her Majesty, and the service of gold plate from Taymouth Castle was in use at the Queen's table.

At Carlisle the complaint from the ladies broke out again—one of them complaining of a “deadly smell” in the vehicle. Dr. Reid left our friendly little supper table in the refreshment room and undertook to act as Inspector of Nuisances. Sir Henry Ponsonby was concerned on account of a recent accident on the North Eastern at Thirsk. I explained the precautions we took with Her Majesty's train. Our destination was reached at 9.5 a.m., and as the train approached Windsor the Royal Standard was hoisted upon the new flag-staff that had been placed on the Round Tower during the Queen's absence.

1893. May 19th.—Her Majesty left Windsor at 8.20 p.m., accompanied by Princess Beatrice and Princess Leiningen, together with the children of Prince and Princess Henry of Battenberg, the Dowager Duchess of Erroll, Miss McNeill, the Hon. Mary Hardinge, Major Hon. H. Legge, Hon. A. Yorke, Lieut-Colonel Sir Fleetwood Edwards, Dr. Reid, and Mr. Muther. Mr. Harrison our new General Manager travelled with the train from Windsor (where I introduced him to Sir Henry Ponsonby) as far as Carlisle; Mr. Burlinson was the Great Western Company's representative travelling as far as Bushbury. Mr. Pullar, the Lord Provost, was on the platform at Perth, and Lady Erroll had a short interview with me, laughing at the error in our diagram, which described her as Duchess instead of Countess. We made a punctual arrival at Ballater.

June 20th.—The weather was very hot, and on our arrival at Ballater over night we found telegrams desiring the Queen's Saloons should have their roofs cooled—wet moss being suggested by the Castle authorities; fortunately, on the day for the journey the temperature was not so excessively high, so that the wet roofing and pails of ice proved unnecessary but helped to keep the temperature of the saloon to sixty degrees. Our train left Ballater no less than twelve minutes late waiting Her Majesty's arrival—she had adopted the route by the south side of the Dee, and more time had been taken than was calculated upon.

The Queen was accompanied by Princess Beatrice and Princess Louise (Marchioness of Lorne), the Princess of Leiningen, Princes Alexander, Leopold, and Maurice, and Princess Victoria Eugénie of Battenberg, the

June 20th, 1893. Countess of Antrim, Miss McNeill, the Hon. Ethel Cadogan, Sir Fleetwood Edwards, Lord William Cecil, Hon. A. Yorke, Dr. Reid, and Mr. Muther.

Ballater to Windsor. Mr. Thompson the General Manager of the Caledonian Railway, and Mr. Kempt travelled with us from Ferry Hill to Carlisle. Arrived at Windsor at 9.5 a.m., Her Majesty was met by Sir John McNeill and Colonel Carrington. A somewhat laughable incident arose at the terminus by one of the Ladies saying she had lost the "Heavenly Twins," and she was sure she had had them at night in the sleeping saloon.

Monday, August 28th.—The Queen left Gosport at 7.0 p.m. The officers of the South-Western in attendance were Mr. Scotter as General Manager, and Mr. White in place of Mr. Verrinder, Superintendent of the Line. The Queen was accompanied by Princess Beatrice, Prince Henry and their children, the Duchess of Connaught and the young Princesses of Connaught, Dowager Lady Churchill, Hon. Harriet Phipps, Hon. Rosa Hood, Miss Bauer, Viscount Bridport, Sir Henry Ponsonby, and Dr. Reid.

Aug. 28, 1893. Mr. Scotter, Mr. White, L. & S.-W. Ry. Mr. Morris, G. W. Ry.

Gosport to Ballater. Mr. Morris took charge of the train at Basingstoke, on behalf of the Great Western. At Perth, in addition to the usual group of Caledonian Railway officers, were Mr. Hugh Brown and Mr. Badenoch Nicolson, Directors, the Duke of Athole, and the Marquis of Breadalbane. Ballater was reached at 2.45 p.m. after a very good run.

The Directors of the Deeside Railway, under the leadership of Mr. Ferguson their Chairman, went over their new Engine Shed, and the Carriage Sheds in which it was understood the Royal carriages in future would be stabled at the terminus, instead of occupying the second line at Aboyne, and interfering with the station service there as had been the case heretofore.

New Engine Shed and Carriage Sheds at Ballater.

The carriages were thus stabled on the occasion of the return journey from Ballater, on Friday, 17th November. The Queen's train started in the midst of very heavy rain which continued throughout the journey.

Nov. 17th, 1893. Return Journey. Ballater to Windsor in rough weather.

The Princess Louise complained at Bridge of Dun that the footwarmers were cold, a complaint not easily cured at this lonely place; an exchange, however, was made with some of the acetate of soda articles which met the case. Dinner was taken at Perth Station Hotel. We reached Carlisle right time, the storm still continuing here, and six extra minutes were taken owing to some further requirements for hot water in the Queen's Saloon. We arrived at Windsor at ten minutes past nine, a little late, the weather throughout having been very stormy.

The Royal party consisted of Princess Louise, Princess Henry of Battenberg and her children, the Countess of Antrim, Lord W. Cecil, Sir John McNeill, Dr. Reid, Colonel Bigge, Mr. Muther, the Hon. Evelyn Moore, Miss

McNeill, Miss Bauer, and Mademoiselle du Perrut, with the Munshi called this time Hafiz Karim. Mr. Morris was the Representative of the Great Western Railway; Messrs. G. Armstrong, Gibbs, and Goodenough, were also with him. The Mayor of Windsor, Mr. Layton, was on the platform.

1894. It was decided that Her Majesty should pay a visit to Manchester on the occasion of her journey to Scotland in May. There was considerable care exercised to have the platforms, at which Her Majesty would alight and depart, raised to the level with the carriages which the Queen would use; Mr. Thornhill, our assistant-engineer, having to visit Buckingham Palace and inspect the station platforms affected. I had occasion to see both Sir G. Maude and Sir Henry Ponsonby as to the arrangements; a route for Her Majesty through Manchester having at one time been contemplated differing from that ultimately adopted.

A week in advance we had the Queen's train sent down to Manchester to test the elevations of the platforms, first at London Road Station then at Exchange Station; after this rehearsal we travelled to Preston to arrange with Mr. Shaw and Major Little as to the arrangements for dining there.

On Monday, 21st May, the Queen left Windsor accompanied by Princess Beatrice, Prince Henry of Battenberg, Princess Leiningen, and the following suite: Lady Southampton, Hon. Miss Cadogan, Miss McNeill, Miss Cochrane, Miss Bauer, Lord Carrington, Sir H. Ponsonby, Sir J. McNeill, Major Legge, Sir Fleetwood Edwards, Hon. A. Yorke, Dr. Reid, Mr. Muther, and the Munshi Hafiz Abdul Karim. Several of the suite left the train at Manchester and did not proceed northwards. In attendance at Paddington were Lord Stalbridge and his daughter; Mr. Lambert, Mr. Harrison, and Mr. Allen. The Royal train started at 11.5 a.m., called at Banbury for examination, and thence ran to Wolverhampton, where for the first time the engines of the two companies were exchanged instead of Bushbury. This was a great improvement in working, and was the outcome of a negotiation between the two district officers of the two companies—Mr. Murphy of the Great Western Company and Mr. Denning the London and North-Western Birmingham representative. The exchange was now carried out under cover, with a good lengthy platform, instead of being performed without any sufficient platform and exposed to all weathers at Bushbury.

The train ran from Wolverhampton *via* Stafford and Crewe to London Road Station, Manchester—very tastefully decorated for the occasion—the Royal saloon was brought well up to the temporary raised platform; thence Her Majesty drove to perform the ceremony of opening the Ship Canal and to visit the Town of Manchester. During this interval the Royal train was taken round by the South Junction Line to Exchange Station, and the rehearsed arrangement for a raised platform for her saloon close to the entrance gate was

carried out ; the rear of the train being placed on an adjoining platform and the two parts put together outside the station.

Manchester streets were crowded, and too little time had been allowed for the receptions, so that the Queen did not arrive till fifteen minutes behind time ; but although Exchange Station had now become the focus of the whole public pressure, it was well kept, and the arrangements passed off very satisfactorily. In a note I received from him, Lord Stalbridge writes :—

**Reception
at
Manchester.**

“The whole function, at Manchester, reflected great credit on all concerned, and our people certainly had as much to do with it as anyone ; all our work was remarkably well done, I considered, and quietly too.”

From Manchester we travelled to Preston Station, where it was arranged that the Queen should dine ; the dining rooms being skilfully divided so that Her Majesty's private party, the Court Officials, and the Railway Officers all had their separate apartment ; unfortunately, for me, I was sent for twice during the dinner by Sir Fleetwood Edwards to arrange either an additional stop on the train, with a later arrival at Carlisle, or in the alternative a longer stoppage at Carlisle itself. The latter plan was decided upon, but it entailed numerous messages to the officers affected, so that my chance of a dinner was gone.

**Dinner at
Preston.
—
Delay
at Carlisle.**

We started twenty minutes late, and only made up five minutes in running to Carlisle, where we arrived at 12.10 (due 11.55). It then appeared that although it was after midnight Her Majesty was still engaged with state correspondence ; this had to be completed and it was not till 12.37 that the Queen passed from the day saloon to the night saloon and intimated that the train might start. All this time the train was held waiting, the guard having instructions not to move till he received the signal from me. The platform at Carlisle was a very draughty one, and I must have taken a chill there, for before reaching Perth I found myself suffering great pain. Mr. Harrison left us at Perth and went north *via* Dunkeld. I held on till nearing Bridge of Dun where with regret I gave up, advising Mr. Park and John Brown (who happened to be awake) that I felt too ill to proceed. Bridge of Dun Station was, as Lord Stalbridge wrote, “not a cheerful place to be landed in great pain at 5.0 a.m.”

**Queen
engaged with
correspondence
up to
midnight.**

**Bridge of Dun,
5 a.m.**

The worthy old station-master there (Mr. Mann),* who was widely known as a very clever bone setter, did what he could to make me comfortable during the miserable three hours I had to stay waiting the coming

* Mann was 85 years old when he died in 1902, and had been in railway service since 1849. He retired in 1896, and it is said since his retirement he devoted himself entirely to relief of suffering humanity as a bone-setter, his patients numbering “many hundreds” each year.

of my homeward bound train. All the way up the pain continued, and I was kept indoors all day following by medical order; indeed, I was thus prevented from attending the funeral of my brother, Kingston Neele, who had died on Sunday 20th, and was buried on the 23rd.

In the course of the afternoon of 23rd I received the following telegram:—

From Balmoral—To G. P. Neele, Esq., Euston Station, London.

**Royal
Telegram
of
Enquiry.**

“The Queen commands me to ask how you are, and to say she hopes you are better—we all share that hope.”—REID.

I replied that I was greatly honoured and deeply touched by Her Majesty's gracious enquiry—was glad to report improvement; and at same time expressed my thanks to him and the members of the household.

It was a very gratifying act that the Queen should have so kindly signified her interest in this way. Mr. Moffatt the General Manager of the Deeside Line, told me the Queen made enquiry of Sir Fleetwood Edwards about me whilst she was walking to her carriage at Ballater, and Dr. Reid expressed his regret that I had not spoken to him as he could very probably have given relief.

On Wednesday, 20th June, the Queen returned from Balmoral to Windsor. Princess Beatrice, and the Princesses Alexandra and Beatrice of Saxe-Coburg Gotha, Princess Leiningen, the Princes Alexander, Leopold, and Maurice, with Princess Victoria Eugénie of Battenberg accompanied Her Majesty, together with the Dowager Duchess of Roxburghe, the Hon. Ethel Cadogan, Miss McNeill, Fraulein Passavant, Miss Bauer, Sir Fleetwood Edwards, Admiral Sir J. E. Commerell, Dr. Reid, Captain Drummond, Mr. Muther.

The Gentlemen of the Suite were most kind in their enquiries after my health, and Dr. Reid again expressed his regret that I had not at once aroused him at Bridge of Dun on the previous journey, as it would have given him pleasure to have been of any service to me; such kindness was very gratifying.

We left Ballater at 3 p.m. Mr. Crombie, one of the Directors of the Great North Railway, who had been staying over night at the Invercauld Arms Hotel, was among those to see us start. The only divergence from the ordinary routine was a stoppage by special desire at Penrith—a stoppage not laid down on the time table—to enable Her Majesty to move easily from the day saloon to the night carriage. The London and North-Western engine was detached at Wolverhampton (Low Level) Station, where Mr. Morris on behalf of the Great Western Company with Mr. Armstrong and Mr. Goodenough joined us. Windsor was reached at 9.0 a.m.

Monday, 27th August, was the day originally appointed for the Queen's journey from Gosport to Ballater, but on the previous Saturday alterations

**Journey—
Gosport
to
Ballater.**

**Appointed for
27th Aug., 1894,
postponed
till 28th.**

were indicated in the diagram of carriages by General Ponsonby, and next day a message was received postponing the journey for twenty-four hours. Telegrams had to be sent to all quarters first thing on Monday morning, and acknowledgments received in return. On Tuesday 28th the journey was made from Gosport. Mr. White of the South-Western and Mr. Allen of the Great Western in attendance.

The Queen was conveyed by a small wheeled invalid chair from the steamer through the gangway and along the platform to the railway saloon, where the removal to the carriage was effected with some difficulty. Princess Beatrice decided to have her bed placed on the floor of the carriage instead of the usual bedstead. The children of the Connaught and Battenberg families travelled by the train; also the Dowager Lady Churchill, Hon. Harriet Phipps, Hon. Bertha Lambert, Miss M. Cochrane, Mademoiselle du Perrot, Lord Bridport, Dr. Reid, and Sir Henry Ponsonby, who made his last journey with us to Scotland on this occasion.

Mr. Kempt joined the train at Carlisle, with Mr. Graham the Engineer, and other Caledonian officials. They were accompanied by Mr. Thompson, the General Manager of the line, who two years afterwards was knighted by Her Majesty and became Sir James, being subsequently elected Chairman of the Company. An extra stoppage was made by special desire at

**Extra
Stoppage
at
Greenloaning.**

Greenloaning to enable Her Majesty to move easily from the night saloon to the day carriage prior to arrival at Perth. This threw the train fully ten minutes behind time at that station.

At Perth tidings reached the Queen of the death of Sir John Cowell, the Master of the Household in the Isle of Wight, and a shower of telegrams was despatched by Her Majesty causing some further delay to the train in its departure, but Ballater was reached about 2.40 p.m., within five minutes of its time. Mr. Ferguson, Mr. Crombie, Mr. Nicolson, Colonel Ramsay, Mr. James Black, Mr. Sheriff Brown, Mr. Littlejohn, Mr. Wilson (Procurator Fiscal), the General Manager Mr. Moffatt, Mr. Barnett, and Major Gordon, forming the Deeside contingent.

November 13th.—The Queen left Ballater at 2.15 p.m. accompanied by Princess Louise (Marchioness of Lorne), Princess Beatrice with the young Princes Alexander, Leopold, and Maurice, and Princess Victoria Eugénie of Battenberg, the Dowager Countess of Erroll, Miss McNeill, the Hon.

Nov. 13th, 1894.

**Ballater
to
Windsor.**

Ethel Cadogan, Colonel Bigge, Dr. Reid, Mr. Muther, Mr. Machel, Captain Drummond, General Dennehy, and "the Munshi." We left Ballater in fine autumnal weather, but by the time Perth was reached heavy rain commenced falling, and a rough stormy night followed. There were very heavy

floods along the Great Western Line. We arrived at Windsor punctually at 9.20 a.m.—the Royal Standard being hoisted on the Round Tower as the

train crossed the Thames. The Union Jack had previously been flown at half mast since the death of the late Czar, Alexander III.

1895. May 28th, Tuesday.—The Queen's journey from Windsor was originally intended to have been made on Monday 27th, but in the course of Sunday telegrams were received postponing it for a day. On this occasion the Royal party consisted only of Princess Beatrice with the Queen, Princess Eva and Prince Alexander of Battenberg, the Princesses Alexandra and Beatrice of Saxe-Coburg and Gotha, the Countess of Antrim, Miss McNeill, and the Hon. Mary Hughes, Mademoiselle Noréle, and Fraulein Passavant. Prince Henry of Battenberg, though originally named to be one of the party, did not accompany us.

Colonel Legge and Sir Fleetwood Edwards were with us in addition to the Hon. A. Yorke, Dr. Reid, and Mr. Muther; I took Mr. Turnbull with me as an understudy knowing that this would be my **last down journey**. Mr. Park was also in attendance, and Mr. Allen for the Great Western Company. Mr. Thompson joined the train at Carlisle and again travelled to Aberdeen. The Queen breakfasted as usual at Perth Station Hotel. Mr. Kempt and Mr. Graham were my fellow-travellers. On the Great North of Scotland neither the Chairman Mr. Ferguson, nor the Manager Mr. Moffatt, were in attendance, the Board of Directors was represented by the Lord Provost of Aberdeen. At the hurried luncheon at the station the representatives of the Great North made some very flattering references to myself in view of my approaching retirement.

Friday, June 21st.—My **one-hundred-and-twelfth** and last journey in connection with Her Majesty's travelling over the London and North-Western Line. On the opposite page I append a reduced copy of the diagram of the carriages, giving also the names of the occupants. At Ballater Station, as the various members of the suite arrived, I had occasion to congratulate Dr. Reid on attaining the distinction of K.C.B., and I ventured in conversation with Miss McNeill to do the same on her engagement to the Duke of Argyll. Sir Fleetwood Edwards then told me that before we started from Ballater he wished me to see Prince Henry of Battenberg. I found His Royal Highness, and at his desire accompanied him to the Royal Saloon, which he instructed me to enter, and then introduced me formally to Her Majesty; her reception set me at once at ease. Looking at me with her full blue eyes she said she was sorry to hear that this was the last time I should accompany the train; that I had travelled very many times in charge of it; that I had also on many occasions taken care of members of her family, and she would wish me to have some

Royal Journey,
Windsor
to
Ballater.

Postponed from
27th to 28th May,
1895.

My last
Down Journey.

Mr. Robert
Turnbull.
Assistant-
Superintendent.

112th and last
journey
with
Royal Train.

June 21st, 1895,
Ballater
to
Windsor.

35

COMPOSING

HER MAJESTY'S TRAIN,

FROM BALLATER TO WINDSOR,

ON FRIDAY, THE 21ST, AND SATURDAY, THE 22ND JUNE, 1895.

Engine Brake.	For Men Servants	For Pages and Upper Servants.	Dressers and Ladies' Maids.	Dowager Countess of Erroll. Miss McNell. The Hon. Mary Hughes.	Queen's Dressers	 Her Majesty and Princess Beatrice.	Personal Servants	Children of Prince and Princess Henry of Battenberg and Attendants	Princess Ema of Battenberg. Mlle. Noré. Prince Henry of Battenberg. Mr. Tunell.	Countess Erbach. — Prince Henry of Battenberg. — Mr. Muther.	Lt. Col. Sir Fleetwood Edwards. Hon. A. Yorke. * Capt. Drummond. Dr. Reid.	Munshi Hafiz Karim. Indian Attendants.	Directors.	Directors.	Queen's Fourgon	Brake.
Van. No. 210.	Sleeping Carriage No. 870.	Day Saloon. No. 72.	Day Saloon. No. 73.	Double Saloon. No. 1.	 Royal Saloons.			Double Saloon. No. 65.	Double Saloon. No. 153.	Double Saloon. No. 132.	Double Saloon. No. 131.	Double Saloon. No. 71.	Double Saloon. No. 4.	Lavatory Compo. No. 999.	Carriage Truck. No. 137.	Van. No. 272.

<-----212 feet 6 inches-----

356 feet 6 inches-

* Will leave train at Perth.

record of them; turning to a large framed engraving—which stood raised up in the carriage—she added that she would like me to have that representation of them. I thanked Her Majesty and told her that I had only done my duty, but that it had ever been a most pleasurable duty. She accorded me a most pleasing smile and said she would shortly send me some further souvenir. Princess Beatrice was in the saloon as well as Prince Henry of Battenberg. This unexpected interview thus came to an end—the Directors and officers of the Great North wondering what could give rise to the delay in obtaining the usual signal to start.

The engraving proved to be a proof copy of the Danish artist Tuxon's noted painting shewing—most cleverly grouped—the gathering of the entire Royal Family at Windsor, on the occasion of the Jubilee of 1887, with a key to the figures constructed to slide behind the engraving. When it came into my possession I found it was only signed "L. Tuxon" as an artist's proof, and I subsequently asked Sir Fleetwood Edwards if Her Majesty would place her name upon it. He told me she would be very pleased to do so, and it now bears in her own writing the intimation:—

**Parting
interview
with
Her Majesty.**

**Presentation
Engraving.**
—
**Jubilee
Gathering
of
Royal Family
at
Windsor.**

Presented to G. P. NEELE, ESQ.,

BY VICTORIA, R.I., 1895.

Of course I had on this journey a series of congratulations and regrets, and it was not without some considerable feeling of sadness that I recognized my last Royal journey was being made.

We made a very good journey throughout, the only departure from the schedule being a stoppage at Larbert to enable Countess Erbach to travel for a short stage with Her Majesty. Mr. Turnbull accompanied me and was now introduced to the system adopted for the **journeys up** from Scotland. Arrived at Windsor I had farewell words to say to Sir Fleetwood Edwards, Sir James Reid, Mr. Muther, and Mr. Yorke. I believe we parted with mutual good feeling and regret on both sides. From Sir Fleetwood Edwards and from Dr. Reid I had ever experienced the utmost courtesy and consideration, and in subsequent correspondence a frequent reference to the many night and day journeys we had made in company.

With most of these gentlemen I had had many pleasant interviews in connection with the frequent journeys of Her Majesty to and from Scotland, and in August I received through Sir Fleetwood Edwards and Lord Edward Pelham Clinton, a kind note of farewell, accompanying a very handsome and massive silver **Monteith Bowl**, with lion-head handle rings, and my crest and monogram on embossed tablets. On the ebony stand accompanying it were two silver plates, back and front, one containing the following inscription, the other the names of the donors of the souvenir:—

"Presented to G. P. Neele, Esq., on his retirement from the office of General Superintendent of the London and North-Western Railway, by Members of the Queen's Household, who have received much kindness from him when travelling in Her Majesty's Train on many occasions.—August, 1895."

Countess of Antrim.	Dowager Duchess of Athole.
Miss Bauer.	Sir Henry Ewart.
Sir Arthur Bigge.	General L. Gardiner.
Sir Michael Biddulph.	Duke of Grafton.
Viscount Bridport.	Hon. Mary Hughes.
Colonel Hon. H. Byng.	Sir William Jenner.
Hon. Ethel Cadogan.	Munshi Abdul Karim.
Lord William Cecil.	Hon. Bertha Lambert.
Dowager Lady Churchill.	Hon. H. C. Legge.
Lord F. Pelham Clinton.	Miss McNeill.
Sir Robert Collins.	Sir John McNeill.
Major-General Dennehy.	Hon. Evelyn Moore.
Viscountess Downe.	Mr. Muther.
Captain H. Drummond.	Hon. Harriet Phipps.
Sir Fleetwood J. Edwards.	Sir James Reid.
Hon. Mrs. Eliot.	Dowager Lady Southampton.
Hon. Mrs. Evans.	Mr. W. Tufnell.
Hon. A. G. Yorke.	

The "**further souvenir**" Her Majesty had mentioned at our interview at Ballater came to my hands in July—a large silver oblong tray, with rich fluted edging and shell ornaments, and two broad enriched handles. In the centre it bears, boldly engraved, the following words:—

PRESENTED
TO
GEORGE P. NEELE, Esq.,
BY
QUEEN VICTORIA,
AS A MARK OF APPRECIATION OF THE PERSONAL CARE AND ATTENTION THAT
HE HAS FOR SO MANY YEARS DEVOTED TO
HER MAJESTY
ON HER RAILWAY JOURNEYS TO AND FROM SCOTLAND.

—
JUNE, 1895.
—

I need hardly say how highly I prize this lasting and valuable souvenir of Her Most Gracious Majesty in connection with the close of my Railway career.

"Finis Coronat Opus."

The second list shews the Railways on which the single lines of way, originally constructed, have been doubled, with the dates of their respective openings; while the third list records those portions of the line upon which the traffic requirements have proved so heavy as to entail doubling the existing double lines.

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